The Hongkong Telegraph.

MONDAY, FEBRUARY 20, 1882.

FIVE DOLLARS PER QUARTER.

Insurances.

LE CERCLE-TRANSPORTS.

SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED .....15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [4

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) .....Tls. 420,000.00
PERMANENT RESERVE .....Tls. 230,000.00
SPECIAL RESERVE FUND...Tls. 288,936. 7

TOTAL CAPITAL and ACCUMULATIONS, 2nd April, 1881. .....Tls. 938,936·17

DIRECTORS.
F. B. FORBES, ESQ., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKVOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co.
Bankers.

RICHARD BLACKWELL, Esq., Agent.
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 23rd January, 1882. [53

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81

To be Let.

TO LET.

A LARGE GRANITE GODOWN, in "BLUE BUILDINGS," Praya East, with immediate possession.
Apply to
J. M. GUEDES.
33, WELLINGTON-STREET.
Hongkong, 19th January, 1882. [49

TO LET.

NO. 9, SEYMOUR TERRACE. No. 4, OLD BAILEY STREET.
"KURRAHJEAN," No. 10, ALBANY ROAD.
OFFICES IN No. 13, QUEEN'S ROAD CENTRAL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 15th February, 1882. [74

For Sale.

ECA DA SILVA AND C.O., QUEEN'S ROAD.

HAVE JUST RECEIVED
EX FRENCH MAIL STEAMER "DJEMNAH."
MALAGA FRESH GRAPES, GENTLEMEN'S ready-made OVERCOATS, Embroidered and Fine White LACE, BALL HANDKERCHIEFS, Ladies' and Gentlemen's Finest White LINEN HANDKERCHIEFS, White TRAINED SKIRTS for BALL DRESSES, White KID GLOVES, Embroidered and Fancy FANS.

Great Variety in ORIZA PERFUME TOILET REQUISITES, comprising:—ORIZA NEW MOWN HAY, ORIZA OPPOPONAX BOUQUET, ORIZA WATER, ORIZA SCOTCH LAVENDER, ORIZA LYS, ORIZA ESS, HELIOTROPE.
&c., &c., &c.
ORIZA POWDER, ORIZA DENTIFRICE, ORIZA SOAP, ORIZA HAIR OIL.
&c., &c., &c.
ECA DA SILVA & Co.
Hongkong, 23rd November, 1881. [9

A FONG, PHOTOGRAPHER, HAS A LARGER COLLECTION OF VIEWS than any other in CHINA.

Miniatures Painted on Ivory from $7.

Oil Paintings on Canvas from $5.

Cartes de Visite, Cabinet, and all other styles of Portraits at equally moderate prices executed under the supervision and management of
D. K. GRIFFITH,
13] Studio 8, Queen's-road.

FOR SALE.

COCKBURNS' OLD PORT.
GUEDES' LISBON OLD PORT, A VERY RARE WINE.
ST. MARCEAUX CHAMPAGNE, IN PINTS AND QUARTS.
L. T. PIVERS' SUPERIOR TOILET SOAP.
F. D. GUEDES,
33, WELLINGTON STREET.
Hongkong, February 8, 1882. [100

FOR SALE.

AUSTRALIAN WINES, PORT & SHERRY, of the finest quality, from Coolalta Vineyard, Branxton, Hunter River, N.S.W.
Apply to
R. FRASER-SMITH,
No. 6, Peddar's Hill.

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED EX "PEHO,"

A SPLENDID ASSORTMENT OF FANCY GOODS.

FANCY PLAYING CARDS.
CRACKERS.
BONBONS (Assorted).
CHOCOLATE CREAM.
CHOCOLATE MENIER.

FIGS.
MALAGA RAISINS.
TABLE PLUMS.

FRUITS IN JUICE (Assorted).
CONFITURES DE ST. JAMES
(in Bottles and Tins).
SYRUPS (Assorted).

HUNTLY and *PALMER'S BISCUITS.*
ALMONDS and *NUTS.*
VANILLA.
PATE DE FOIE GRAS.

NOIX DE VEAU TRUFFEE (in Tins).
COTELETTE DE VEAU (in Tins).
VEAU ROTI (in Tins).
RIS DE VEAU (in Tins).
FRICANDAU (Assorted).
TRUFFES.
VEGETABLES (Assorted).
ANCHOVIES in Oil.
CAVIAR.
SARDINES in Lemon Juice.
SARDINES in Tomatas.
SARDINES in Oil.
FRENCH and *ENGLISH MUSTARD.*
SAUSAGES (Assorted).
LYONS SAUSAGES.
FRENCH & SPANISH OLIVES.
FRENCH ISIGNY BUTTER (in 1 and 2 lbs. Tins).
MACCARONI, (Assorted) Paste for Soups, Letters, stars, &c.
TAPIOCA.
FINE-GROUND MOCHA COFFEE.

C H E E S E.
GRUYERE,
ROQUEFORT,
DUTCH,
CALIFORNIA,
CREAM.

FRENCH TOBACCO AND CIGARRETTES.

ASSORTED PERFUMERY
FROM
PINAUD AND RIVERT OF PARIS.

A large quantity of
FRENCH MINERAL WATERS
in Pints of 100 bottles per Case.

CORK STOPPERS,
for Soda and other Bottles.

C L A R E T S
In Bottles and Wood.
CHATEAU LAROSE.
CHATEAU LAFFITTE.
CHATEAU MARGAUX.
ST. EMILION.
MEDOC.

W I N E S.
SAUTERNE.
PORTO.
SHERRY.
MARSALA.

B R A N D Y.
FRENCH COGNAC.
ABSINTHE.

L I Q U E U R S.
CHARTREUSE (Pints and Quarts).
BENEDICTINE (Pints and Quarts).
MARASCHINO.
CURACAO.
ANISETTE (Marie Brigard).
ANGOSTURA BITTERS.
BOKER'S BITTERS.
KIRSCHWASSER.
PEPPERMINT.

VERMOUTH (Noily Prat).
VERMOUTH (Turino).

FANCY SILK UMBRELLAS.

And a *VARIETY* of *OTHER GOODS.*
Hongkong, 25th January, 1881. [17

Intimations.

HONGKONG RACES—HONGKONG RACES.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER.
No. 6, QUEEN'S ROAD CENTRAL,
By Special Appointment to H.E. the GOVERNOR of HONGKONG and to H.I.H. the GRAND DUKE ALEXIS of RUSSIA,
IS NOW SHOWING, EX "GLENROY,"
A SPLENDID ASSORTMENT OF BLACK AND BLUE FRENCH COATINGS.
A CHOICE LOT of SUITINGS and TROWSERINGS, in FRENCH, WEST of ENGLAND, SCOTCH, CHEVIOT, and SAXONY TWEEDS.
WHITE CASSIMERES, for RACING BREECHES.
BEDFORD and WORSTED CORDS. LIGHT MELTONS, for OVERCOATS.
DRAB SHELL and BLACK SILK HATS. BLACK and DRAB FELT HATS.
RACING SCARVES, &c., &c., &c. [14

ED. CHASTEL & CO.,

WINE MERCHANTS,
MARINE HOUSE, 15, QUEEN'S ROAD.

HAVE for sale, ex recent arrivals, Light Breakfast CLARETS in Quarts and Pints. After Dinner CLARETS in Quarts and Pints.
CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c., &c.
DE ST. MARCEAUX & Co.'s CHAMPAGNE in Quarts, Pints and Half-Pints.
CLARET IN WOOD.
CHARTREUSE, CURACOA, MARASCHINO.
PRICE LIST ON APPLICATION. [27

KELLY & WALSH

HAVE JUST RECEIVED, AND HAVE NOW FOR SALE, PRICE $1.50,

THE NAUTICAL POCKET MANUAL FOR 1882,

Containing List of Lights, Buoys, and Beacons on the Coast of China and Japan; Shanghai Tide Table, Customs Signals, and a mass information indispensible to Captains and Officers of Vessels trading between Hongkong, Shanghai, and the Northern Ports.

New Cabinet Photographs of Beauties. New Silk Woven Pictures, representing Sporting Scenes.
New Scraps for Screens and Scrap Books.
New French Novels, including Daudet's "Numa Roumestan," and works by Hector Malot, Xavier de Montépin, &c.
VALENTINES. VALENTINES. VALENTINES. VALENTINES.

KELLY & WALSH—HONGKONG. [1

ROSE & CO.,

31 AND 33, QUEEN'S ROAD CENTRAL.

GENERAL DRAPERY DEPARTMENT.
LONG CLOTHS AND FLANNELS.
TABLES LINEN AND IRISH LINENS. GENERAL HOUSEHOLD LINENS, SHEETINGS, BLANKETS, &c., &c.

FANCY DRESS AND SILK DEPARTMENTS.
PLAIN AND FANCY DRESS GOODS.
COLOURED AND BLACK SILKS.
FANCY BROCADED SILKS (PARISIAN).
ALL WOOL SERGES, &c., &c., &c.
SILK VELVETS AND VELVETEENS.
FASHIONABLE STRIPED SILK VELVETS.
FASHIONABLE EMBOSSED SILK VELVETS.
FASHIONABLE EMBOSSED VELVETEENS.
FANCY LACE GOODS IN FISHUS, COLLARETTES, AND SETS OF COLLARS AND CUFFS.

Ribbons, Flowers, Feathers, Real and Imitation Laces, Sunshades, Umbrellas, Corsets, Ladies' and Children's Boots and Shoes, Ladies' and Children's Under-clothing, Fancy Wool and Crewel Work, Fancy Goods. Chenille and Beaded Fringes, Spanish and Beaded Black Laces, Hosiery Gloves, &c., &c., &c.

ALSO, GENTLEMEN'S
Shirts, Collars, Scarves, Handkerchiefs, Half Hose, Undershirts, Drawers, Solitaires and studs, and an indescribable number of Miscellaneous Goods.
Address—
ROSE AND COMPANY,
16] 31 AND 33, QUEEN'S ROAD.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

BEG TO ANNOUNCE THAT THEY INTEND HAVING THEIR
GREAT CLEARANCE SALE
DURING
THE MONTH OF FEBRUARY.

ALL GOODS MARKED IN PLAIN FIGURES AT REDUCED PRICES.

TOYS WILL BE SOLD AT HALF-PRICE.

VICTORIA EXCHANGE, HONGKONG.
Hongkong, January 30th, 1882. [79

WILLIAM SCHMIDT & CO.
GUNMAKERS AND AMUNITION DEALERS,
BEACONSFIELD ARCADE.
Arms, Ammunitions, and Requisites of every description.
Arms Repaired, Cleaned, or Converted at moderate charges.
Sporting Guns and Ammunition always on hand. [28

STAG HOTEL.
QUEEN'S-ROAD CENTRAL.
GOOD ACCOMMODATION FOR VISITORS,
ENGLISH & AMERICAN BILLIARDS.
Tiffin at One o'clock, Dinner at 7.30.
This Hotel is most centrally situated and within easy distance of the principal landing places.
12] J. COOK, Proprietor.

C. L. THEVENIN
COMMISSION AGENT, WINE & SPIRIT MERCHANT.
CHAMPAGNE, BURGUNDIES, COGNACS, SHERRIES, LIQUEURS, WHISKY, &c., &c.
FRENCH BOOTS AND SHOES,
FOR LADIES AND GENTLEMEN.
HONGKONG HOTEL BUILDING. [26

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS
for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.
No. 38, Queen's-road Central. [10

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS
AND
JEWELLERS,
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL. [2

T. ALGAR AND COMPANY HOUSE AND ESTATE AGENTS.
RENTS COLLECTED.

BROWN, JONES & Co.,
UNDERTAKERS.
MOURING STATIONERY, &c.
MONUMENTS ERECTED.
9, HOLLYWOOD ROAD. [8

Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

EUPHRATES,

Captain Mitchell, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama, unless notice to the contrary be given before Noon TO-DAY, the 16th instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognised.

RUSSELL & Co.,
Agents.
Hongkong, 16th February, 1882. [117

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, 39, Queen's Road, Victoria, at THREE o'Clock in the Afternoon of WEDNESDAY, the 22nd February instant, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1881.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 22nd inst., both days inclusive.

By Order,
A. G. STOKES,
Acting Secretary.
Hongkong, 4th February, 1882. [90

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The THIRTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, No. 7, Queen's Road, at Half-past THREE O'CLOCK, in the Afternoon of TUESDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1881, the Report of the General Managers, and to Elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
Hongkong, 9th February, 1882. [101

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 28th day of February instant, both days included.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
Hongkong, 9th February, 1882. [102

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, on WEDNESDAY, 1st March, 1882, at THREE P.M., for the purpose of receiving the Report of the Directors and a Statement of Accounts to 31st December, 1881.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th instant to the 1st prox. inclusive.

By Order of the Board of Directors,
R. COOKE,
Acting Secretary.
Hongkong, 13th February, 1882. [111

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881. [11

Shipping.

FOR PORTLAND, OREGON.

THE 3/3 L. I. I. American Bark

EDWIN REED,

Gilmour, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 20th January, 1882. [119

FOR PORTLAND (OREGON).

THE 3/3 L. I. I. German Ship

FRITZ,

F. Lankenan, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 16th February, 1882. [116

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship

ONEIDA,

Carver, Master, will load here for the above Port, and will have quick despatch.
For Freight, Apply to
RUSSELL & Co.
Hongkong, 13th February, 1882. [109

CHARTER.

WANTED, to CHARTER, for THREE MONTHS at the end of February, a STEAMSHIP of about 1,500 tons burthen, able to steam well on a Moderate Consumption of Coal.
Apply, with full Particulars, to
L. G. C.,
Care of *Hongkong Telegraph* Office.
Hongkong, 25th January, 1882. [68

Shipping.

FOR AMOY.

The Steamship

ESMERALDA.

Captain Talbot, will be despatched for the above Port TO-MORROW, the 21st instant, at NOON.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 20th February, 1882. [121

FOR HOIHOW, PAKHOI, AND HAIPHONG.

THE Steamship

PING-ON,

Captain McCaslin, will be despatched for the above Port on SUNDAY, the 26th instant, at DAYLIGHT.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 20th February, 1882. [122

FOR VICTORIA, VANCOUVER'S ISLAND.

THE A 1. American ship

W. J. ROTCH,

Bray, Master, will load here for the above Port, and will be despatched on or about the 25th instant.
For Freight, apply to
RUSSELL & Co.
Hongkong, 20th February, 1882. [120

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship

DAPHNE,

Captain G. Doncich, will be despatched on MONDAY, the 6th prox., at FOUR P.M.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 16th February, 1882. [115

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, should sufficient inducement offer, and taking through Cargo to NEW ZEALAND.)

THE Eastern and Australian Steamship Company's Steamer

MENMUIR,

will be despatched as above, on or about SATURDAY, the 11th March.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 17th February, 1882. [118

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

OXFORDSHIRE,

Captain Jones, shortly due, will have immediate despatch for the above Port.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 10th February, 1882. [106

FOR PORTLAND (OREGON.)

THE 3/3 L.I.I. American ship

IMPORTER,

Allyne, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 7th February, 1882. [94

FOR VICTORIA (VANCOUVER'S ISLAND.)

THE 3/3 L.I.I. American ship

ADAM M. SIMPSON,

Call, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 7th February, 1882. [95

FOR VICTORIA, VANCOUVER'S ISLAND.

THE A1 American ship

BLUE JACKET,

Percival, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 23rd January, 1882. [56

FOR VICTORIA, VANCOUVER'S ISLAND.

THE A1 American ship

SYREN,

Brown, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 23rd January, 1882. [57

FOR VICTORIA, VANCOUVER'S ISLAND.

THE American Ship

SUMATRA,

Rock, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 13th February, 1882. [110

FOR NEW YORK.

THE A1 American bark

PEARL,

R. Howes, Master, will load here for the above Port, and have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 23rd January, 1882. [60

FOR NEW YORK.

THE American Ship

MARY WHITRIDGE,

Freeman, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 16th February, 1882. [114

Intimations.

NOW IN THE PRESS AND SHORTLY TO BE PUBLISHED.

[BY AUTHORITY.]

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES, FOR THE YEAR 1882.

PRICE TWO DOLLARS.

The above work will shortly be published at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The Work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, have supplied the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions have been taken from the latest published official lists and revised at Head-quarters; in fact no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *vade mecum*.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong.

THE HONGKONG DIRECTORY WILL CONTAIN *THE TREATIES WITH CHINA, JAPAN, & SIAM.* OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN *A DESCRIPTION OF ALL THE TREATY PORTS IN CHINA AND JAPAN.* 6, OFFICE, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN *TRADE STATISTICS FROM OFFICIAL SOURCES.* OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN *THE CONDITIONS OF TRADE WITH CHINA & JAPAN.* OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL BE PUBLISHED AT *TWO DOLLARS.* OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN *THE PORT, CUSTOMS, CONSULAR, AND HARBOUR REGULATIONS OF THE TREATY PORTS OF CHINA & JAPAN.* OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT *TWO DOLLARS.* OFFICE, 6, PEDDARS HILL.

THE HONGKONG DIRECTORY WILL CONTAIN *LISTS OF MILITARY OFFICERS* serving in the China Command, which has been revised at Head-Quarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN *THE NAMES OF THE NAVAL OFFICERS ON THE CHINA STATION.* Including the most recent appointments and local changes, corrected at Head-Quarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY HAS BEEN *LARGELY ORDERED IN ALL PORTS BETWEEN SINGAPORE AND NEWCHWANG.* OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT *TWO DOLLARS.* OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN *THE LARGEST LIST OF FOREIGN RESIDENTS IN THE EAST.* OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN *THE ONLY CORRECT LIST OF HONGKONG GOVERNMENT OFFICIALS.* OFFICE, 6, PEDDAR'S HILL.

Intimations.

A. S. WATSON & CO.

WHOLESALE AND RETAIL DRUGGISTS, GENERAL CHEMISTS, AND Manufacturers of the following AERATED WATERS, viz: SODA, TONIC, SARSAPARILLA, AND POTASH, LEMONADE, GINGERADE, RASPBERRYADE, AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from 7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY, HONGKONG.
SHANGHAI PHARMACY, SHANGHAI.
CANTON DISPENSARY, CANTON.
THE DISPENSARY, FOOCHOW. [7

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only, and rejected communications can not be returned. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

MARRIAGE.

On the 9th instant, at H.B.M. Consulate, Amoy, by R. J. Forrest, Esq., and afterwards at the Union Church, by the Rev. J. Macgowan, BARNET NICHOLLS to THOMASIN CHARLOTTE, only daughter of the late Robt. Pitman Hams, Bristol, Gloucestershire.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 20, 1882.

THE Honorable but irrepressible F. BULKELEY JOHNSON is again to the front "meddling and muddling," and again, it would seem, getting a good deal the worst of it, if we may judge from the following letter addressed to him by the Secretary of the Howard Association and published in the *London and China Express*, in reply to a letter from himself calling in question the charge of inhumanity brought against the Hongkong penal system in the last report of the Association:—

The Howard Association, 5, Bishopsgate Without, E.C., London, Jan. 10.

Dear Sir,—Your letter from Hongkong, dated Dec. 3, reached me yesterday, and I have at once looked up various papers and authorities on the subject, so as to be able to reply promptly. But, in the first place, it may be remarked that it is matter for surprise that we should have received any letter at all from Hongkong, written under an apparent impression that the penal system of that colony had not been open to serious objection. For it is a matter of world-wide notoriety. Have you not seen the principal English journals of the past few years? Have you not read the Parliamentary and other State papers in which this subject has been treated of by his Excellency Governor Pope Hennessy, Earl Kimberley, and others? Have you not read the letters to the English newspapers on the question by Mr. Peter A. Taylor, M.P., and others? Perhaps, however, in your distant part of the world you have not seen or read these statements. And even if you have, you might, and perhaps not altogether unreasonably, object that general statements in the public Press are not a sufficient authority for grave imputations upon any system or upon any community. Well, let us at once assume this to be so, and set aside all the newspaper correspondence and statements, and confine the matter to official reports. In the autumn of 1879 there was published an official correspondence between the governor of Hongkong and the Colonial Office. In that Correspondence Governor Hennessy gave an account of what had come under his personal observation, and which indicated a very grave and objectionable state of things in the local penal system. For example, he found two prisoners who had been flogged nine days previously, and who were still bleeding from the wounds occasioned by those floggings—one of the prisoners having eight and the other twelve such wounds. It further appeared that prisoners previously to being flogged were placed on a very weakening diet of rice and water, whereby their floggings were rendered still more painful. Also in about a year and a half more than two hundred floggings were inflicted upon the prisoners in Hongkong Jail. Governor Hennessy reported to the secretary of state for the Colonies that "this is probably without a parallel in any part of the civilised globe of the same amount of population." From further official correspondence published in August, 1881, it appears that the humane Governor's interference had already been followed by a material decrease both in grave and in minor crimes, in spite of the decrease or disuse of flogging. The news from the colony received from time to time has shown that much opposition by some of the colonists has been manifested to the Governor's Christian and philanthropic exertions. But here, in Great Britain, there appears to be a general concurrence of public opinion in support of the Governor's action, which is regarded as that of a noble-hearted and courageous man, and as a worthy representative of the illustrious and merciful sovereign for whom and in whose name he administers the affairs of your colony. And it is to be hoped that among the European, as certainly amongst the Chinese, population of Hongkong there are many persons who cordially support and honour the Governor's wise and humane procedure; though it is evident that some, on the other hand, have endeavoured to thwart and discourage him. Doubtless, neither Governor Hennessy nor those who in this country admire his course of action would desire to encourage crime or to pamper prisoners. On the contrary, they would promptly admit that it is no true humanity to render prisons either attractive or insufficiently penal. The proper function of a prison is to tend permanently to empty itself. And all experience shows that this is best secured by a due combination of reformatory with deterrent, and of preventive with repressive treatment. The prompt but slothful resort to mere wholesale flogging has, whenever it has been resorted to, tended to crush men into permanent shame and crime. They have had to be flogged again and again, and imprisoned time after time. I speak now of flogging as a general feature of any system. Experienced criminal administrators who do not wish to see flogging abolished, but mainly held *in terrorem* for resort in extreme cases, have repeatedly stated their conviction that in this sparing infliction, and on rare occasions, consists its only merit. But even the recent official statistics of your own colony now prove the failure of the former flogging system and the more repressive as well as preventive efficacy of Governor Hennessy's wiser substitute. I shall lay this correspondence before our committee, and meanwhile I remain, Sir, yours very respectfully,

WILLAM TALLACK,
Secretary of the Howard Association.

F. Bulkeley Johnson, Esq., Member of Legislative Council.

Founded by the Late Lord BROUGHAM and now presided over by the Duke of WESTMINSTER, the Howard Association consists of a large body of influential men having for their object the promotion of the best methods of criminal treatment and prevention of crime. Mr. JOHN BRIGHT, the LORD MAYOR of London, Sir CHARLES TREVELYAN, and very many other able public men, well known as members of Parliament, Directors of the Bank of England, and leading bankers and manufacturers of Great Britain, are amongst its members. The views of such bodies as this on the merits and policy of a public man like Sir JOHN POPE HENNESSY, founded as they are on the best of all evidence, namely Parliamentary and State papers, furnish the true gauge of the best English opinion. They also give us some little indication of the value which is attached by respectable people in England to such manifestly malicious slanders as the "Lie from Hongkong" and the letter of "H. H. N.", which appeared in the *St. James's Gazette* only a few days before this highly satisfactory letter from Mr. TALLACK was written and published. In fact, both Mr. JOHNSON and H. H. N. seem to have got very little satisfaction out of their simultaneous but, we are glad to say, very different efforts.

THE Hon. E. R. Belilios, who will leave for Bombay by the English mail steamer *Thibet* to-morrow, has for the past 20 years been a central figure in our commercial circles. During the whole of that period Mr. Belilios has never once left the scene of his labors, so that his present holiday is a well earned one. The honourable gentleman has been prominently before the public, not only as member of the Legislative Council, but also as a prime mover in most of our local undertakings. As a director of the Hongkong and Shanghai Banking Corporation, Hongkong, Canton and Macao Steamboat Company, Hongkong Hotel Company, and other local institutions, Mr. Belilios has done good service, and there can be little doubt that some measure of the prosperity now enjoyed by these various concerns is due to his energy and business foresight. During his short experience as an unofficial member of the Legislative Council, the honourable gentleman has displayed very enlightened views on the questions affecting the future welfare of the Colony, and we have doubt that at the council board he will always prove an efficient advocate of the interests of the public. Mr. Belilios proposes to return to Hongkong by one of the Indian steamers leaving Calcutta either in April or May.

"A MILLIONAIRE convict—Beh Kwat King, who has been recently sentenced by the Criminal Court at Japara to five years' hard labour in chains, is the son of Beh Biauw Choan, Chinese millionaire at Samarang. Not long ago he bought a sugar estate named Sumbring, in Japara, which he himself has been managing. This individual became presumptious from his wealth and family connections, and thought he might do what no one else would dare to do. This he displayed when he recently arrived at Japara in a prahu, on board of which the yellow flag was flying. On being shown the flag he was told by the juragan of the prahu that he ought to await the coming of the doctor before he could land. Beh Kwat King, however, cared nothing for this simpleton of a native, but stepped out of the prahu immediately after arrival, and went straight to his estate. When charged with breach of the quarantine regulations he declared under oath before the Magistrate, that he had not seen the yellow flag at all, and hence was ignorant of quarantine being enforced at Japara. The juragan proved nevertheless the contrary. The consequence was that the presuming and enormously wealthy son of a well-known Chinese millionaire was condemned for perjury to the degrading punishment of five years' hard labour in chains. This sentence has caused great stir amongst the Chinese."—*Java Bode*, 24th Dec.

A SINGULAR application has been made to the Liverpool stipendiary by the keeper of a local hotel, who said that a young coloured woman named Mary Macledd, staying at his house, had been deserted by a man to whom she was married at sea. She was hired by the captain of a ship at Penang to attend on his wife during a voyage to London. On the voyage the young woman and the second officer became intimate, the captain married them, and they afterwards lived together. They stayed in London a short time, and then came to Liverpool, and there the officer deserted the woman. The magistrate ordered inquiries to be made, and directed that 10s. should be given from the poor-box to the destitute young woman.

A THIRD nefarious attempt has been made by incendiaries to get up a fire in Wanchi. About half-past three on Saturday evening a piece of cloth soaked with kerosene was found burning at the head of the stairs in the back room of the upper storey of the Wanchai Club, the floor at the spot being slightly burnt. The sill of the window at the back of the room and some of the woodwork of the window were also found charred from a similar cause, one pane of glass being cracked with the heat. The train, it is evident, must have been laid by some person having access to the interior of the house, and it is highly probable that the attempt to set fire to the window was made from the inside. Upon the discovery being made, a watchman was hired to protect the premises.

THE mercantile marine of Hamburg on January 1st consisted of the following vessels:—350 sailing ships, of in all 401,864 cubic metres, or 141,900 registered tons; and 150 steamers, of 515,000 cubic metres, or 181,800 registered tons; in all 132,100 registered tons nett measurement. The sailing vessels show a decrease of 14 vessels and 3,900 registered tons; the steamers an increase of 24 steamers and 34,000 registered tons, nett measurement. As regards the sailing vessels most of them are of a smaller size, mostly barques of 300 to 400 registered tons. Amongst the steamers are a good many first-class boats, of very large carrying capacity. The above mercantile fleet may be called a large one for a single port not exceeding 300,000 inhabitants. The mercantile fleet of our sister city Altona comprises in all 32 sailing ships, of 9,383 registered tons, having receded three vessels and nearly 1,000 tons.—*London and China Express.*

YESTERDAY the rubbish was pretty well cleared from No. 1, godown on Praya East, barrels of horse shoes, plates, bars and rods of iron, and iron troops, ranged in heaps along the sides, principally forming the contents. The smouldering had ceased in that godown. But an imperceptible diminution, however, appeared in the contents of godown No. 2, which still continued to smoulder. Saturday being Chinese New Year's Day, no coolies were obtainable to clear out the *débris*, but yesterday 150 coolies and several cargo boats were engaged in removing it. The rubbish is conveyed to Lap sap Wan, the cases of camphor and matches worth anything being taken to Bowington and stored in a guarded enclosure there, for the benefit of the Insurance Companies concerned, doubtless. No. 1 Government steamer was still at work there all day Saturday, Saturday night, and yesterday. Several of the Government Fire Brigade, we understand, have had their Brigade uniform, one suit of which is issued only every two years, torn and injured by their continuous and exhausting labours in connection with these godowns, several also having private suits of clothes destroyed, as they were obliged to change take off their uniform when too wet and dirty to be worn; and we think it is only fair that they should receive compensation, and also some additional remuneration for the unusually heavy work thrown upon them, carried on as it has been continuously now over a week, the members of the Brigade working 21 hours in the 24 during that period.

WILLARD'S Wanderer's appear to be having a particularly unpleasant season in the Model settlement. We reproduced a few days ago the critical opinions of the Shanghai press on the first performance of the Wanderers, which were the reverse of complimentary, and we now regret to note from latest advices from the north that on the occasion of the company appearing in the burlesque "The Forty Thieves," a row between the occupants of the pit and gallery was with difficulty prevented. It would appear that the "gods" were greatly dissatisfied with the entertainment, and behaved in a most outrageous fashion, whilst the occupants of the reserved seats took quite the opposite view, and stood up manfully for the Wanderers. The *Courier* speaks most favourably of the performance, and a correspondent writes on the subject to that journal as follows:—"I was present at the performance of Mr. Willard's company on Saturday night, and was very much surprised at the conduct of a portion of the audience, who evidently went there for the express purpose of making a noise, and not to enjoy themselves or to fairly criticise the performance. Whatever may be the merits of "The Wanderers" in a variety entertainment, they are undoubtedly very good in burlesque, and I was glad to find that there were a number of common-sense gentlemen amongst the audience, and in encouraging the company in their performance, turned what might, under other circumstances, have been a failure into a decided success. It does not speak well for a shanghai audience, when we find the "gods" reproving the pit and stalls. I hope that the lesson taught on Saturday evening will be taken to heart in the future, and that any portion of the audience who are not satisfied with the entertainment will treat the same with silence or leave the theatre, and not annoy those who are satisfied with the performance. Undoubtedly the noise created on Saturday evening, even before the curtain was raised, was a disgrace to any civilised community, and I hope it will never again be witnessed within the walls of the Lyceum Theatre."

TELEGRAMS for Bangkok can go forward by mail closing at Singapore at 11 a.m. on 22nd inst.

THE Revenue Cruiser *Fei Hoo* left this morning, the 11th inst. for the Northern Light-houses. —*Amoy Gazette.*

WE note from the *Amoy Gazette* that H.M.S. *Swift*, Commander Collins, arrived at Amoy from Taimsui on the 13th inst.

THE Monthly Criminal Sessions were formally opened this morning, and adjourned until Monday next the 27th inst. at 11 a.m.

THE unusual clemency of the present season, says the *Courier*, is illustrated by the announcement that two steamers laden with tribute rice will start from here to-morrow for Tientsin.

THE Shanghai *Mercury* is informed on the highest authority that the report current to the effect that the Lanchow-fu Woollen Mills are about to be closed, is entirely without foundation.

MDLLE. Olga Duboin arrived this morning the 11th inst. from Foochow, after a very successful tour. We understand that the talented lady intends giving a Concert on Wednesday next. —*Amoy Gazette.*

THE Kaiping Coal Mines says the *Mercury* are a great success from the point of view of a shareholder. The shares are quoted at 70 per cent. premium. So the shareholders can make sure of their profits by selling.

THE *China Mail* hears that there is a strong probability of His Excellency the Governor leaving the Colony on Tuesday by the English mail. We wonder what our enterprising contemporary will next hear—or invent!

THE Governor has been pleased to recognize provisionally, and until further notice, Mr. William Reiners as in charge of the Imperial Royal Consulate General for Austro-Hungary at this Port, during the absence of Mr. Adolf André.

THE following interesting (?) and intelligible (?) wire has been received on the Egyptian question:—"A collective note proposes agreement among the Powers on the basis of the *statu quo* in Egypt, and to respect international obligations."

WE are informed by the General Agent that the Occidental and Oriental Company's steamship *Belgic*, with mails from San Francisco to the 26th ultimo, has arrived at Yokohama and will leave that port for Hongkong to-morrow. The *Belgic* will probably arrive here on the evening of the 27th inst.

WITH reference to the late fire at Wanchai, the French Sisters of Asile de la sainte Enfance wish to express their gratitude and thanks for the great sympathy and kindness, and the valuable assistance they received from many friends during the fire so near their premises on Sunday, the 12th inst., and following days and nights.

A CHINAMAN on leaving the Macao steamer *White Cloud* to-day, about ten minutes before her departure, accidentally fell into the water, but was rescued, nothing the worse for his involuntary bath, by a fellow Celestial, who went after him, and, by the aid of bamboos and lines held out to him, kept him afloat until a sampan came up, which took in the both of them.

THE leader in our morning contemporary of Saturday last, on the sale of the Hongkong Opium Farm and the Opium Question generally is unusually feeble—even for the *Daily Press*. What the leader-writer wishes to convey he will perhaps favor the public with some other time. In his preliminary canter he has—doubtless judiciously—confined himself to vague generalities meaning absolutely nothing.

A TELEGRAM from London, dated the 15th inst., states that that the House of Commons voted the address in reply to the Queen's Message, after a long debate, by 87 to 22 votes. Can these figures be correct? If they are, they may be safely taken as an indication of the character of the opposition raised to the address, and the utter lack of interest displayed by both parties in the general proceedings.

WE are requested to state, says the *Amoy Gazette* of the 14th inst., that Mdlle. Olga Duboin will give her second and farewell concert to-morrow evening, Wednesday, at nine o'clock at the Amoy Club Theatre. We are given to understand that Mdlle. Duboin will appear in a National Court costume, presented to her by the late Empress of Russia. Mdlle. Duboin will shortly take her departure for Shanghai where she intends to stay for some time and give concerts.

WITH reference to the Opium Lekin the Shanghai *Mercury* hears that Sir Thomas Wade fixes Tls. 60 per picul for the lekin dues to be collected at the ports, besides Tls. 30 import duty, whilst the Chinese have raised their demands to Tls. 120 lekin besides Tls. 30 import duty. The memorial from Li Hung-chang, referred to by the Shanghai correspondent of the *Times* as proposing that the British Government should give the Chinese a monopoly of opium in Hongkong, was not favourably received by the Court at Peking.

THE troopship *Tyne* with the details enumerated in our Friday's issue, steamed out of the harbour at about half-past eleven o'clock on Saturday morning. The five companies of the Inniskillings for the Straits settlement marched to the Naval Yard Pier for embarkation about nine o'clock, being played thereto by the band of the regiment. On the steamtug *Fame* leaving the pier with the Inniskillings, the band struck up a farewell air, to which the departing troops responded by several hearty cheers. A slight alteration was made in the detail of officers, Captain Thackeray remaining behind, Captain Bennett going to Penang instead of to Singapore. Captain Thackeray will leave with the head-quarters of the Regiment.

FAT...

A few minutes ... the fire bell of the C... pealed forth an alarm ... in the western district, which ... up by the fire bells at the Central Police ... and Clock Tower. The scene of the conflagra... was at the back of the P. and O. Co.'s Godowns, in house No. 150, Queen's Road West, occupied by Chinese as a rattan shop or store. This house is one of a block of fourteen three-storied buildings, substantially built, of granite up to the first floor, the rest of brick. They are all new houses, having been only recently erected. On reaching the spot dense volumes of smoke, intermingled with flame, were issuing, in front, from the top floor of the house No. 150. At the back, also, this floor was burning fiercely, the flames lighting up the Government Civil Hospital which is on the spur of the hill a little distance above, the hospital buildings, viewed from Queen's-road, standing out in sharp distinctness on the dark back ground. Shortly after seven o'clock the attention of Dr. Marques, the Assistant superintendent of the Civil Hospital, having been called by his servant to the fire, he, assisted by Mr. McCallum, the Government analyst, the ward master, and other hospital officials, proceeded at once to take measures for the safety of the hospital buildings, and to render what assistance was possible in extinguishing the fire. Fifty or sixty of the patients capable of lending a hand were at once set to work to throw buckets of water on the hospital buildings, upon which sparks from the burning premises were rapidly falling, and the hospital hose was laid on to the fire-plug in the road in front of the institution, but, being too short to admit of its playing on the burning building below, it was utilized to pour a stream of water on the roofs and other parts of the hospital. Later on, some lengths of hose having been added to it by the Government Fire Brigade, it was brought to bear on the burning houses with excellent effect. The first engine to arrive on the scene was the manual of the Nam Pak Hong, which immediately set to work and did good service throughout. This engine was quickly followed by Government manual No. 4, the Pawnbrokers' and Piece-goods brokers' manuals; Government steamers Nos. 2 and 3, and manual No. 5, the Hongkong Fire Insurance Company's steamer and the Imperial Insurance Company's manual, all coming up in quick time. A hose was also laid on to the fire-plug in Queen's Road, adjacent to the fire. A plentiful supply of water being obtainable from the mains and the harbour, no time was lost in bringing the several engines to operate on the burning building, except No. 2 Government steamer, which was delayed a short time, the suction hose being found inadequate. It was some time before hose was brought to bear on the back of the building, where the flames raged most fiercely, the out-houses of the burning premises as well as those of houses Nos. 152 and 154 adjoining, being all ablaze. Notwithstanding the efforts made to subdue it, the fire soon spread to house No. 152, also used as a rattan shop or store, but did not succeed in fastening upon any other of the adjoining houses, though No. 154 was at one time in considerable danger, the out-house erected against it having been burnt down. Both the first and second floors of houses 150 and 152 were stored with rattan, which rapidly ignited, and little could be done beyond endeavouring to prevent the fire spreading further, which, we are happy to report, was successfully accomplished.

A most painful incident, involving the loss of at least one life, and it is believed of another, occurred about 9 p.m., when the first floor of house No. 150, which was filled with rattan in bundles, came down with a crash, burying Constable Anderson, a member of the Government Fire Brigade, and, it is thought, a Chinese fireman of one of the Insurance companies, in the ruins. It appears that the upper floor, where the fire raged fiercest, and which was also stored with rattans, first gave way, carrying the second floor with it in its descent. The unfortunate deceased must have been killed instantaneously, the superincumbent mass under which his body was found being some fifteen feet in height. He, and a Chinese fireman who is supposed also to be buried beneath the ruins, were guiding a hose some 10 or 12 feet inside the front door when the floor gave way without the slightest warning, allowing them no time to escape. Mr. Goodwyn, of Messrs. Gibb, Livingston's, and Sergeant Ray, of the Police, had a very narrow escape, both being inside the door at the time. The former received a severe cut down the side of the face, and although he contrived to extricate himself, he fell down in a semi-insensible condition on reaching the street, and had to be sent home; Sergeant Ray was fortunate enough to escape without injury. It was not till about twenty minutes past three this morning that Anderson's body was found, the immense mass of rattan and rubbish requiring to be cleared away before it could be got at having occupied all the time between 9.30 last night and 3.20 this morning to remove. The other body supposed to be buried in the ruins had not been found, although continuous work at clearing away the *débris* had been maintained. A joist was found lying across the back of Anderson's body, which was stretched face downwards, the head twisted on one side. The right thigh and right arm were broken, and, it is supposed, the neck dislocated, as well as the skull being badly crushed. The body was taken to the Civil Hospital to await an inquest, and when stripped presented a shocking appearance, being frightfully scalded all over, caused by the streams of heated water percolating through the burning timbers and piles of rattan under which it lay buried. Constable Anderson, who has thus unhappily fallen a victim, was one of the most useful and active members of the Government Fire Brigade, being ever in the van wherever danger was to be braved or good service rendered in saving life or property. He was a native of the County Antrim, Ireland, was but 23 or 24 years of age, we understand, and during his three years' service

in the Hongkong Police Force had gained the respect and good-will of all his officers and comrades. He had previously served in the Glasgow police, from which he volunteered for service here. He was a strong, powerfully built man—the heaviest man in the Force—and weighed about 230lbs. He had been on duty yesterday at the burned godowns on Praya East up to about six o'clock, starting soon after for the fire in West Point, where, poor fellow, he fell nobly doing his duty to the last.

Through the numerous streams of water brought to bear upon itt, both in front and rear, the fire was well in hand at about half-past nine last night, and might be said to be completely under shortly after ten o'clock. The engines, however, continued at work all through the night, the buildings being in a smouldering condition; and Nos. 2 and 3 Government steamers were still operating on them this forenoon, a hose being also playing on the first floor of house No. 152, which was still burning. The house No. 150, where the fire originated, is completely gutted, nothing being left standing but the walls and verandahs. The top floor and roof of No. 152 are gone, the first floor and verandahs only being left, and the former may give way at any moment, being in a very dangerous condition. some bags of sulphur were found on the ground floor this morning among the *débris*. The ground floor of the adjoining house to the west, No. 154, is quite flooded, there being several inches of water there, the hose having been kept playing on the premises a considerable time as a precautionary measure. The occupants all cleared out soon after the fire commenced. The fire is supposed to have originated in the cook-house attached to the back of the upper floor of house No. 150, but in what particular way we were unable to learn. The houses burned are Chinese owned, but whether covered by insurance we have not been able to ascertain. We should not omit to mention that the verandahs of the two burned houses of both storeys were found to be boarded up, bundles of rattans being piled up to the top, bamboo blinds neatly concealing the fact from observation. This, we believe, is in violation of the law of the colony, and should be enquired into. A party of police, under the charge of Mr. Horspool, Acting Deputy Superintendent, assisted by Acting Chief Inspector Grey, were promptly on the spot and maintained order amongst the enormous crowd of natives who soon flocked to the spot. A party of seamen from the French corvette *Champlain*, under the command of an officer, was present and rendered good service, and several seamen from the Sailors' Home were soon set to work. A number of minor injuries were sustained by the members of the Government Fire Brigade, principally cuts in the hands from the sharp edges of the rattans, and sergeant Haggarty had one of his hands badly crushed by a falling joist.

TRAINING NOTES.

The heavy rain which fell throughout Friday night rendered the course heavy going on Saturday morning, and the weather was so unpromising that very few ponies were at work, and still fewer spectators watching proceedings. Mr. St. Andrew's ponies were on the course, and did a lot of galloping work, Driving Cloud and Huntsman especially going in good style, the griffin showing a decided predilection for the mud, so that on a heavy course he will take a lot of shaking off for the Derby. Mr. Henry's ponies were also sent steadily along, their fast work being confined to quarters. At this distance the subscription griffin sub Rosa made a terrible example of Jet, showing a fine turn of speed.

About eleven o'clock Mr. Paul's and Mr. Gordon's teams made an appearance, and although rain was falling fast and the track was a regular quagmire, a lot of useful work was put in. White Cloud cantered very slowly, and in very bad form, and it appears that Mr. Sassoon's griffin has been slightly lame. Sunlight after a long slow canter, galloped half a mile, at a fast pace considering the state of the track. First Cornet, East Wind, second Violin, and the rest of Mr. Gordon's ponies trotted and cantered various distances.

On Sunday morning Mr. St. Andrew's, was the only team at exercise, and the whole of the ponies were confined to long bouts of trotting. About eleven o'clock the rest of the racers, Mr. Morgan's trio excepted, were at work, although proceedings were not of a particularly interesting character. The inner course was almost covered with water throughout, the ponies going over their fetlocks at every stride in the low lying portions. Mr. Grammont's string did healthy trotting, and then Mr. Hutchings sent Redstart for six furlongs at a brisk pace, the chesnut moving well through the mud. Whisper trotted with Lord of the Isles about four miles, and cantered sharply the length of the straight, pulling up very tenderly, and showing symptoms of lameness in his near fore leg on returning to the paddock. Glengarry splashed through the mud for a mile and a half at a slow pace, First Cornet, second Violin, and Airlie in the same team galloping at half speed over shorter distances.

This morning, although the sky was very cloudy and rain fell at intervals, a large number of "sports," including a fairly strong contingent from shanghai, witnessed the gallops. One of the hurdles had removed, so that the whole of the work was done on the outside portion of the race course. The going which was pretty good at first, soon became cut up and exceedingly sticky, so that allowance must be made for this difference in basing calculations on the times made by the various ponies. Gold Bar was the first animal "powed" and ridden by the "Toad," this handsome bay covered the mile in 2.21. Hurricane and Shamrock were sent a mile and a half, the last named having much the best of the finish, the clock registering 3.50 as the two shot past the post neck and neck. Rataplan, ridden by his owner galloped half a mile at his best pace, but hardly seemed at home in the heavy going. Detonator galloped steadily, but did nothing worthy of special mention. Sub Rosa and Jet were tried over the Valley stakes course, the griffin winning comfortably in 1.47; and in a sharp burst the length of the straight sub Rosa again showed his decided superiority. Lord of the Isles by himself galloped a mile and a quarter in 3.10, Strathavon and Iroquois taking 2.37½ and 2.37 respectively for a mile, the dark grey tiring very in the last furlong. Lah-di-dah, Grenade, and Kwei-quat galloped a mile and a half in fair time, the first named having slightly the best of the finish, and he is doubtless a pretty good pony when throughly well. Sunlight strode along for six furlongs, his "quarters" reading 34,35, and 34—which must be reckoned a first rate trial, considering the wretched state of the course. Cromwell, Phantom, and Spectre, the last named with a new "jock" up, essayed to gallop the Derby course, and eventually succeeded in getting home—time unknown. Strathpeffer galloped rather more than two miles, moving very sluggishly, and in anything but his best form. Mr. Hutchings cantered Shell nearly a mile and a half, the "crack" subscription griffin going very strongly. The last mile we timed as 2.43, and it appeared to us that the pony was never asked to go up to his bit until well within the distance post, when he answered his rider's call in a most determined fashion. We have ridiculed Shell's pretensions to Derby class, but we have no hesitation in giving our opinion, that, clumsy goer as he undoubtedly is, he has only Sub-Rosa to beat to win the Valley. Roscola and Grim Death "powed" a mile, the dark grey in Mr. Ogle's hands winning by about six lengths in 2.25, and on a heavy course the "Wild" cast-off will perform well even gainst the best class cattle. Sportsman and Scotch Mist covered a mile in 2.33 the Derby griffin disposing of the subscription pony without an effort, when it came to actual racing. East Wind and second Violin occupied 2.28 for a mile gallop, the bay apparently pulling over the brown the whole journey, and finishing in much the better form. First Cornet went a mile and a half very steadily—the last mile 2.27—entire distance 3.46. Huntsman easily beat Pedrillo for a mile in 2.27. Driving Cloud galloped two miles, accompanied by Grey Mist the first half of the journey, Craftsman waiting for him at the mile post and leading him home. The old chesnut went very strongly indeed, almost pulling Mr. Allan out of the saddle when he attempted to pull him up. Sirocco's mile and a half in 3.57 by himself was a fair performance, as the pony had full weight up and went very easily. Redstart, ridden by Mr. Hutchings, took 70 seconds to get over the Hongnei-chong course, the gay deceiver as usual appearing to be going twice as fast as the watch indicated. Lochiel, Airlie, and Strathisla "powed" a mile, the first named running away for three furlongs and then cutting it, leaving the other pair to finish close together in 2.31. Lightning made a very poor show for three quarters of a mile, and White Cloud's 1.51 for the same distance compares most unfavorably with Sub Rosa's 1.47. Wild Sell and White Stockings went fairly well over the same course, passing the post close together. Swift Wings and Glengarry galloped half a mile, the first named winning by four lenghts in 1.13. Hualachan and Gang Forward went very steadily over the Derby distance, the griffin passing the post several lengths ahead in 3.52 1-5th. Too-too was brought out of his stable, but was found to be lame. Thistle we did not observe on the course, and Rose and Dauntless were limited to slow exercise.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

The following is the Directors' Report for the past half year, which will be presented at the thirteenth ordinary meeting of shareholders, convened for Wednesday next the 22nd inst.:—

The directors have much pleasure in submitting their annual report and the statement of accounts made up to the 31st December, 1881.

1880.—The balance at the credit of working account for this year, as per last report was $151,209.68

Deduct dividend of $12 per share paid in 1881 ..... $48,000.00

Deduct losses and claims accruing to this year 18,389.23

Deduct premia returned on policies cancelled 992.61 67,381.74

Balance $83,647.94

The directors propose paying a second dividend of $6 per share, making in all 18 per cent. for the year on the paid-up capital, and carrying the balance of $59,647.94 to the reserve fund, which is thereby increased to $493,642.24.

1881.—The working account for this year shows a balance of $144,888.91, which, taking into consideration the reduction in rates introduced since the 11th May, 1881, and the increased competition, is very satisfactory. The directors propose to pay a first dividend of $12 per share as hitherto.

DIRECTORS.

Messrs. A. McIver and H. L. Dalrymple retire from the Board in accordance with the Articles of Association, and offer themselves for re-election.

AUDITORS.

Messrs. James H. Cox and G. O. Scott have duly audited the accounts now presented, and offer themselves for re-election.

P. RYRIE, Chariman.

SUPREME COURT.

GRACA V. PITMAN.

In Original Jurisdiction before Acting Chief Justice Snowden, and Mr. Justice Russel on Friday, the 17th inst., Mr. E. Mackean, instructed by Messrs Sharp, Toller, and Johnson, applied on behalf of the Governor of Macao, the plaintiff in the above suit, for leave to appeal against the recent decision of the Full Court to Her Majesty in Council.

Acting Chief Justice Snowden observed that before going into the question of appeal, it would be as well to complete their former judgment by deciding the matter of costs. The question of costs was reserved to consider what the practice as to costs had been when the court was of divided opinion. He could not find that there was any established practice on the point, although on previous occasions neither party had obtained costs. By the code the costs were in the discretion of the judge on a consideration of the merits and facts of the case and the law, and the winning party was generally awarded costs unless he had done something to disentitle him to the fruits of his victory. Taking the view he did of this case, he was of opinion they must follow the old principle of awarding costs to the winning party. He regretted Mr. Justice Russell did not quite agree with him.

Mr. Justice Russell said he had only to say that when he said the other day the practice was that each party should bear their own costs when the court was divided, he knew that was done in the case of the Oriental Bank and Lembke. However, as the matter was going to the Privy Council it became of less importance and he waived his opinion.

Mr. Mackean then made his application for leave to appeal, which was granted.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, February 19th.

I have to place on record a case of awfully sudden death, which occurred in the City yesterday. Amongst a numerous assemblage of Mandarins who had met, as is the annual custom on the first day of the New Year, at the Hall of the Tablets of the Past Emperors, was Tun Hae, well known in Canton as the Salt Commissioner. He had just commenced the ceremony for which he had attended at the Hall, when he was seized with an apoplectic fit, and although a foreign medical man of high repute, who was in the immediate neighbourhood, was at once called to the assistance of the stricken man, it was too late, and the Salt Commissioner was soon beyond all aid.

There are rumours of war. But even if there were none such, the unusual activity in the manufacture of arms and ammunition in the arsenals and yards in Canton and the neighbourhood would indicate that preparations of a warlike nature were on foot. Ordnance and small arms, and missiles and ammunition for the same, are being turned out in immense quantities, a large numbers of extra hands having been taken on who are working early and late. Some guns of enormous calibre have recently been got into position in the new batteries down the river, and I hear that the armour-plating of others has already been completed.

FOOCHOW.

The seals of the various Chinese Authorities at this port were closed yesterday the 8th inst. not to be opened again until the 20th of the first Chinese moon, (9th proximo).

The Amoy-Foochow Courier Line ceased running on the 1st instant, and communication in that manner between these two ports will not be resumed again until May next.

Pickpockets in Japan are not far behind their London *confrres*. They have now taken to hiring horses, which, upon committing a robbery, they mount and ride off at full speed.

It is said that a contract has been signed to supply Tientsin with gas. It will be a long time, we fear, before Foochow will have such a contract signed. Foochow has lately has too much gas already to want any more.

On the 19th ultimo, the steamer *Benledi* which left this port for New York yesterday morning, ran down and sank a junk off Yura (Japan). The crew of the junk, consisting of three men were taken on board the *Benledi* and landed at Kobe.

Anent the new line of tea steamers for the Far East, we are credibly informed that a new steamer called the *Devonshire* is to leave England, towards the end of March next, for Hankow, to compete in the great ocean tea race from that port.

The Japanese men-of-war are to be continually stationed at Fusan and Ghensatsin in Korea. The Japanese intend to maintain their right of sovereignity over that country, and a crisis between Japan and China is momentarily expected in consequence.

We note the arrival from shanghai per steamship *Hae Sau* of H.E. the Taotai Liu who has come to this port *en route* for his new post at Formosa. Liu will leave this port in a few days for Taiwanfoo in one of the Arsenal Gunboats, and, upon assuming his post at Taiwanfoo, H.E. the Governor Ching will return to this port.

From the *Shanghai Mercury* we note that the opening of steam communication between shanghai and Soochow has proved a *fiasco*, the innovation proving to be too daring. The *Wén-Tsoo* it seems has suffered the same fate as the two Foochow Launches. That vessel was permitted to go to Soochow, but as yet has not been permitted to return. It is said that this steamer's traffic will not be permitted by the local Mandarins until they obtain the sanction of Tso Tsung-tang the new Viceroy of Nanking.

Mr. C. H. Kragh, who has represented the Great Northern Telegraph Company at this port for the last four years, was a passenger by the *Hae Sau*, which left for shanghai this morning, and we understand that it is possible he may not resume his duties here, but may be appointed to a more important post in the company's service. Mr. Kragh has occupied a sort of public position in our limited community, and everyone will agree with us that he has discharged the duties of his office with undeviating courtesy and attention.

From America we hear of a new steam-ship project. The new vessels are be built especially for passengers, and therefore intended to attain a very high rate of speed. From New York to London in five days seems rather fast travelling even in these days, but the "American Express Line" of steamers are to make this possible. They will go to Milford Haven instead of to Liverpool. To ensure the high rate of speed named, the vessel will have engines of three times the power of those given to ships of similar displacement. The vessels will be of steel, 500ft. long, and divided into 50 watertight compartments. They are to be ready in the spring of 1883.

One paper up North says that Li Hung Chang and Sir Thomas F. Wade have agreed upon Tls. 110 as the *Lekin* on Opium, while another northern paper says that the great Chinese *Diplomât* has memorialized the Emperor against the establishment of the proposed Opium Syndicate. There is still another item of news, which has reached us only as late as yesterday, and which is more startling than either of the above items. It is that should an attempt be made to establish a *lekin duty* for Opium imported from India, it will be proposed from India, it will be proposed that the port of Macao become a centre for the traffic in the drug. We take this for what it is worth, and as a mere item of news, give it to our readers.

From news received by the last American Mail, we are given to understand that from the 1st of July next, it is intended to have a regular weekly Mail service between san Francisco and Japan and China. We are also told that the O. & O. Company intend running opposition to the Mitsu Bishi Company from Yokohama and Japanese ports to Shanghai. When this takes place we shall be very glad, as the present system of obtaing American Mails in China is very unsatisfactory. This unsatisfactory state of affairs is mainly owing to the U.S. Postal Authorities at home and in no way the fault of the officials connected with the U.S. Postal service in China, who have done everything in their power to render the delivery and despatch of U.S. Mails a success.—*Herald.*

It is understood that it is now definitively settled that Major-General Anson, C.M.G., who has been at home some time on leave of absence, will return to Penang to resume the duties of Lieut.-Governor, and that his retirement from the colonial service is indefinitely postponed.

A telegram reports that on the 6th inst. H.R.H. Prince Devanudaywongse, brother of the King of Siam, arrived at Singapore with others of his Majesty's relatives and suite upon a complimentary mission to the young Princes of Wales on board the *Bacchante*.

The personal estate of the late Mr. Andrew Jardine, of Lanrick Castle, Perthshire, and Corrie, Dumfriesshire, and of the firm of Messrs. Matheson and Co., has been sworn by one of his executors under the sum of £1,371,000.

We hear that Dr. Martin, the President of the Tung Wén College at Peking, will embark about the 1st of March next, on his return to China, after his leave of absence.—*L. and C. Express.*

SHANGHAI.

The German barque *Martha Brockelmann* arrived at Manila on the 3rd February, from Shanghai after a passage of 17 days.

The shroff of the Portugues Club left shanghai yesterday, the 13th instant, forgetting to deposit Tls. 300, which he had collected, in the hands of the treasurer of the institution.

We hear on reliable authority that a recently appointed Viceroy to a southern Province, has been ordered to prepare for all emergencies in the event of the negotiations now going on between China and Japan not being concluded in a satisfactory manner to China.

The steamer *Hwai-yuen* now in the Old Dock, is undergoing extensive repairs and overhauling and is likely to remain in dock for some little time. she is having her propeller taken out, and her engines have been taken to pieces, and refitted, before resuming her position on the Hongkong and Canton route.

The police made another raid on one of the gambling dens yesterday afternoon. Detective Mack, three foreign constables, and some native police arrested 14 natives who were gambling on two stalls in the Kung-ping road, in company with severy others who had made their escape. They were to-day brought before Chen and Mr. F. D. Cheshire at the Mixed Court. six of the gang were well-known gamblers, three of whom were the proprietors of the stalls. The Court sentenced two of the leading men to pay a fine of $50 each, one $40, three ~~$30~~ each, and the other were mulcted in the sum of $5 each; the money to be given to the Municipal Hospital. An old woman, the proprietress of a tea shop, was also brought up charged with abetting and aiding the head gamblers, by allowing them to keep their gambling stalls and implements in her establishment. The Magistrate ordered her to close her tea shop, and to give bonds that she would not future encourage gambling.—*Courier.*

TRADE IN CHINA'S FAR WEST.

Musk comes here from Thibet and the mountains of the Koko-nor in uncleaned bags of this animal. They weigh from 5 mace down to 4 and 5 liang (ounces) a piece. Good real musk fetches here the threefold silver price, so that one ounce musk (with bag) costs about Tls. 3 silver. The purchase of musk is very risky as it requires a good knowledge of the article. Even here this article is exposed to a great many adulterations by the dried blood of the musk deer, and fine powdered sand. Musk was sent to Shanghai, of which only the bag was real, its contents were fine rubbed sand mixed with musk blood and perfumed in musk. As a characteristic of swindling carried on here with musk the following incident may serve, wherein one of my acquaintances had the leading or rather suffering part.

The same—let us call him Mr. S.—on the way to Kuei-hua-cheng, passing through the north of the province of Shansi, found on the roadway a package containing 10 bags of musk. He picked it up, but scarcely going further than 30 to 40 yards, he met a boy in tears, who asked my friend if he perhaps had found a small package belonged to his father, a musk dealer, who lost it a little while ago. My friend hearing this returned to the boy the musk with the request to sell him his recovery. The lad apparently happy to know of having recovered his loss accepted the offer with delight and the bargain was soon settled. When Mr. S. a few months afterwards arrived at his destination and wanted to sell his musk he found that he was the victim of a Chinese swindle, as the 10 bags contained only sand imbibed with blood and perfumed only with a few grains of musk.

since last year musk fell considerable in value; now for an ounce of real musk taels 6 sycee are paid in shanghai, while 3 years ago over double that was paid, and so that at that time little difference existed in price between gold and musk.

The Water Tobacco of Lan-chou, is of two kinds, yellow and green, and all China is supplied with it from here. Until the summer of 1880 nearly all the fields of this fertile valley were planted, after the first crops of cereals and vegetables, with tobacco. Towards the end of Oct. the leaves become yellow and four to six weeks afterwards they are taken off, as the peasant has to till and sow his fields for the next spring crop; thus two crops are gained during a year. The green kind of tobacco costs about Tls. 10 for 100 catties shung-cheng (double-weight, thus 200 catties.) The yellow kind for the same quantity Tls. 10 to 12. The expenses of transport to shanghai are easily calculated by taking Tls. 10 to 12 for a car load (with same rates as with musk,) and the total Likin and river taxes at Tls. 2 per picul. The expenses to Shanghai amount to about Tls. 4 to 6 per picul and thus the cost price is doubled. Until quite recently much money was gained by the exportation of tobacco, but during last year the prices in shanghai fell owing to excessive production and the export thereto was nearly stopped; thus now tobacco goes only to Li-ngan and shan-si.

According to official information (from the Tao-tai's Yamen) the yearly export of green and yellow tobacco amounts to about 60,000 chests of 120 catties each, which represent a value in round numbers of Tls. 360,000 (at Tls. 10 a picul).

Tibetan Saffron is also met with in the trade here, and like musk is much adulterated. Price 5 mace a liang (half its weight in silver.) It is a medicine.

Deer Horns and Back-Bones are used by Chinese as a youth-giving medicine for decrepit men, and paid for at excessive rates. The manipulation to render these horns and bones eatable is very simple. The horns are put in a pan filled with water and placed on a fire, and cooked therein until the water has steamed away; then fresh water is poured in, and this process it continued until the contents of the pan become a black jelly. This substance is then pressed into forms and then becomes deer-glue (lo-chiau) in the trade. It's use is like that of our meat extract. Dearer than deer-glue is tiger-glue. The lenght of time of the above manipulation depends upon the age of the horns and varies between four to six days. Good, and principally young, fresh horns are here readily sold for Tls. 30 to 40 a pair; in the south it is said that Tls. 120 to 150 a pair are paid for them. The writer of these lines knows an elderly wealthy gentleman who every year gets two to four young deer from Corea; these he hangs alive by the hind legs, in order that, according to the prevailing superstition, the blood and marrow be drawn towards the horns, which thereby gain in strength.

Tibetan Dates, smaller than the Arabian, of round shape and red colour, are used also as medicine of which similar results are expected as from deer horns. These dates are scarcely to be got real, although every dispensary sells so-called Tibetan dates at 8 mace a catty.

Kou-chi, the red berry of a wild bush unknown to me, is dried in the sun and then sent to every province at 100 cash a bushel *(shen)*. Kou-chi is to excite the nerves. There is another article of this province of very great importance to be spoken of, and if mention is made only at the conclusion, it is done on account of the prohibition by the government for the export of Raw Opium. The writer of these lines by his daily intercourse with the mandarins and greater merchants here has gained sufficient knowledge of this article. Since Marquis Tso, formerly Viceroy of Shensi and Kansuh, left these provinces the cultivation of opium, stopped for many years by severe prohibitions, was again renewed vigourously. Now towards March and April no more cabbage is to be seen on the fields. Why not? Because the red and white poppies give instead a more splendid earning. The production of opium is so known that I shall with this subject only *en passant*. As soon as the flower has fallen the butt of seeds is cleaved a little every day at sun rising during two to three weeks whereby a white stickly matter comes out. This matter is carefully collected, exposed to the air it becomes brown and solid then wrapped up in leaves and sold in packages of thirty to seventy liang each. The price of 110 ounces opium amounts raw to Tls. 17; in Hami to Tls. 30, in Aksu Tls. 45 and in Kashgar to Tls. 65-70 for only 100 ounces. I think the export to the south would also pay well, as in shanghai for 100 ounces opium Tls. 25 to 30 could easily be got. In the export three to five per cent. loss in weight have to be deducted.

Until two years ago the export of this drug was prohibited under pain of death, and not less severe was the prohibition of the cultivation of the plant, but since Tso left us leniency takes place. The fields outside the east-gate are cultivated either with poppy or tobacco, according the season. When the Governor makes calls of inspection at the establishment situated in that direction, which calls are always announced a few days beforehand, the country people pluck up all their opium and the red and white flowered fields disappear over night.

Tibetan Carpets which in beautiful samples come rarely in our markets, are not worth mentioning; average price Tls. 70.

Yack Tails are dear, Tls. 1 to 1.50 a piece.

I think I have mentioned here nearly all the products of the West.—*Shanghai Mercury.*

NEW PRODUCTIVE WORKS IN JAVA.

For some reason or other seems to be an unusual development of energy in Batavia at the present moment. We hear of steam tramways, railroads, and increased energy on the harbour works, with a variety of other enterprises all more or less fostered or led by the Government. Our Dutch neighboars cannot now be accused of lagging behind in the matter of improvements, and are evidently inclined to spare no trouble or expense in carrying out their schemes. It looks very much as if they had come to the conclusion that there are fields nearer home than Acheen which require looking after and that it is time to turn their attention, as well as that of the public, for a time, at least, from a country which has not given them much pleasure or recreation. That such works are greatly required we fully endorse, and shall be pleased to see them all brought to a successful termination. They are undoubtedly pursuing the right course, and their energy will meet with its due reward. We do not quite agree with their high expectations regarding the harbour at Tanjong Priok, and have recorded our opinion as to the enormous outlay on other works; but the scheme is a pet one of the Engineering Department, and having once undertaken it nothing of course remains but to go on to the end. According to last advices the works must be proceeding rapidly, and the large estimates framed for the current year show that it is intended to make as much progress as possible during the ensuing twelvemonth. This kind of work is more advantageous und profitable than long exhausting wars, and we are glad to see some signs of the conquest manila relaxing its hold on the authorities of Netherlands India, especially when the indulgence of that amusement has cost so much in both men and money. After seven or eight years even the Dutch must be getting tired of it. We do not suppose for a moment they will desist in Acheen, but for some time their policy will be consolidation both there and in Batavia until the *status quo* is restored.—*L. and C. Express.*

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. steamer *Belgic*, with the next American mail, will leave Yokohama to-morrow, and arrive in Hongkong aboot the 27th instant.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Stentor* left singapore on the forenoon of the 14th instant, and may be expected here on or about the 22nd.

The steamer *Meath* left Sydney for Hongkong, *viâ* Ports of Call, on the 2nd instant, and is due here on or about the 28th instant.

The steamer *Nelson* left Sydney on the 6th February, and is due here on or about the 1st March.

The E. & A. S. S. Co.'s steamer *Menmuir* left Cooktown on the 15th instant, and is due here on or about the 3rd March.

The E. & A. S. S. Co.'s steamer *Tannadice* left Sydney on the 18th instant, and is due here on or about the 12th March.

The *Gazette* announces, under date 14th ult., the appointment of Mr. Richard Temple Rennie, Judge of Her Majesty's Court for Japan, to be Chief Justice of Her Majesty's Supreme Court for China and Japan. The *Gazette* of the 21st ult., announces the appointment of Mr. Nicholas John Hannen, now Crown Advocate at Shanghai, to be Judge of Her Majesty's Court for Japan.

We hear that Messrs. Malcolm, Brunker and Co. have secured the contract for the new railway in Japan from Yokohoma to Takasaki. It is for a hundred miles, complete with everything requisite. Already about twenty miles of rails have been shipped and twelve locomotives.—*L. and C. Express.*

Intimations.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

From THIS DATE, and during the absence of Mr. J. BRADLEE SMITH, Mr. D. McLAURIN will act as Secretary.

W. REINERS,
Chairman, Board of Directors.
Hongkong, 1st January, 1882. [85

WANTED, EMPLOYMENT, by the Advertiser as a General Assistant in a Mercantile Office, either in Hongkong or Shanghai. The Advertiser understands BOOKKEEPING, INSURANCE, and SHIPPING BUSINESS. Salary Moderate.

X. Y. Z.,
Office of this Paper.
Hongkong, 25th January, 1882. [66

J. M. GUEDES S.
HOUSE AND LAND BROKER,
No. 33, WELLINGTON-STREET, HONGKONG.
Hongkong, 23rd January, 1882 [62

F. D. GUEDES S.
WINE MERCHANT AND COMMISSION AGENT,
No. 33, WELLINGTON-STREET, HONGKONG.
Hongkong, 23rd January, 1882. [63

RECORD of AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD KARBERG & Co.
Hongkong, 15th June, 1881. [3

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881. [6

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX } CANVAS.
CROWN

ARNOLD KARBERG & Co.
Hongkong, 15th June, 1881. [5

NOTICE OF REMOVAL.

R. FRASER-SMITH, PUBLIC ACCOUNTANT, ARBRITRATOR, AND COMMISSION MERCHANT,
has THIS DAY Removed to No. 6, Peddar's Hill.

All kinds of COMMISSION BUSINESS executed on the most reasonable terms. Special Agents in London and Sydney.

Balance Sheets drawn out; Books balanced and audited, and every description of Accountant's Work undertaken. Charges strictly moderate, and perfect accuracy guaranteed.

Office Hours: NINE till FOUR.
Hongkong, 2nd January, 1882.

THE HONGKONG DIRECTORY
WILL BE SOLD BY
Messrs. KELLY & WALSH
QUEEN'S ROAD.

THE HONGKONG DIRECTORY
WILL CONTAIN
THE REVISED ISSUE OF THE POSTAL GUIDE.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
WILL BE SOLD BY
Messrs. MAC EWEN, FRICKEL & Co.
QUEEN'S ROAD.

THE HONGKONG DIRECTORY
WILL CONTAIN
THE NAMES OF THE OFFICERS OF THE BUFFS
NOW ON THE WAY TO THIS STATION.
OFFICE, 6, PEDDAR'S HILL.

NOTICE.

BOOKBINDING AND RULING IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE
"HONGKONG TELEGRAPH" OFFICE.
Account Books ruled to any pattern.
Music bound in Elegant style with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

HAIR DRESSING SALOON
HONGKONG HOTEL.

W. P. MOORE begs to inform the Gentlemen of Hongkong and Visitors that he has reduced the price of Hair-Cutting to 50 cents. Having now in his employ three competent Assistants who are always in attendance, he guarantees to execute this class of work, in all its branches, with a perfection which cannot be excelled in any part of the World.

Hair-Cutting.....50 Cents.
Shampooing.....25 Cents.
Shaving.....25 Cents.
Trimming Beards.....25 Cents.

MONTHLY CUSTOMERS TAKEN AT REDUCED RATES.
RAZORS MOST CAREFULLY RE-SET.

Mr. MOORE begs to recommend his
GOGO SHAMPOO WASH
to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair fron 5 to 6 feet long. By constantly using this shampoo Wash as directed, you will
NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate. [52

Intimations.

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, BEACONSFIELD ARCADE, where Orders for Fittings and Repairs will be punctually attended to.

Hongkong, 11th November, 1881. [25

THE PATENT TYPE FOUNDING COMPANY,
31, RED LION SQUARE, HOLBORN, W.C., LONDON.
SHANKS, REVELL, & Co.,
PROPRIETORS,
NEWSPAPER, BOOK, MUSIC, & GENERAL TYPE FOUNDERS.

Sole Proprietors of JOHNSON and ATKINSON'S Automatic Machinery for Casting and Finishing Printing Type, and Manufacturers of JOHNSON'S Patent Hard Metal, patented April 5th, 1854.

Estimates for Newspaper, Book, and Jobbing Plant at specially reduced rates.

All kinds of Printing Machines, Presses, Paper, and everything connected with Printing Business supplied on most reasonable terms.

SPECIAL AGENT FOR CHINA, JAPAN, AND THE FAR EAST,
ROBERT FRASER-SMITH,
No. 6, PEDDAR'S HILL, HONGKONG.
Hongkong, 4th February, 1882. [88

Commercial.

THIS DAY, Four P.M.

There is still nothing of importance to report from the share market. Most of the stocks show a slight depreciation as compared with previous quotations, but as no actual business has been transacted, the few changes hardly deserve special comment. Banks are on offer at 112 per cent. premium, ex div., but not, we think, to any great extent, in fact any movement on the part of buyers would at once send the stock to a higher rate. Buyers offer 49 per cent. premium for Docks without obtaining any shares, although a few small lots are offered at 50. Steamboats would be sold if 24 per share premium were offered; but holders decline to come to terms at 23½, this last rate having been tendered in several instances without leading to any definite result. Sugars stand at 170, with sellers, but this quotation, like all the others to which we have not specially alluded, is merely of a nominal character.

SHARES.

Hongkong and Shanghai Bank—112 per cent. premium, ex. div. sellers.
Union Insurance Society of Canton—$1,600 per share, buyers.
China Traders' Insurance Company—$1,600 per share.
North China Insurance—Tls. 1,175 per share.
Yangtsze Insurance Association—Tls. 885 per share.
Chinese Insurance Company—$280 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$970 per share, buyers.
China Fire Insurance Company—$300 per share.
Hongkong and Whampoa Dock Company—49 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co. —$24 premium, sellers.
China Coast Steam Navigation Company.—Tls. 162 per share.
Hongkong Gas Company—$85 per share.
Hongkong Hotel Company—$102 per share, sales.
China Sugar Refining Company, Limited—$170 per share, sellers.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Hongkong Ice Company—$130 per share.
Hongkong and China Bakery Company, Limited —$52½ per share.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—3 per cent. prem.

EXCHANGE.

On London.—
Bank Bills, on demand 3/8¼
Bank Bills, at 30 days' sight..........3/8⅜
Bank Bills, at 4 months' sight 3/9½
Credits, at 4 months' sight............3/9⅜
Documentary Bills, at 4 months' ... sight 3/9⅞
On Paris.—
Bank Bills, on demand................2.68.
Credits, at 4 months' sight ....4.80.
On Bombay.—Bank, 3 days sight 220½
On Calcutta.—Bank, 3 days sight ...220½
On Shanghai.—
Bank, sight 72¾
Private, 30 days' sight...................73¾

EXPORT CARGO.

Per British bark *Laurel*, for Hamburg:—8,000 boxes Cassia Lignea, 95 bales Feathers, 100 boxes Preseves, 13 packages Tea, 26 rolls Matting, 84 packages Canes, 60 casks Merchandise and Sundries, 10 bales Merchandise and Sundries, 149 packages Merchandise and sundries.

OPIUM MARKET.—THIS DAY.

New Malwa......................per picul, $660
(Allowance, Taels 56.)
Old Malwa......................per picul, $705
(Allowance, Taels 56.)
Patna (without choice) ...per chest, $602½
Patna (first choice) ......per chest, $610
Patna (second choice) ...per chest, $600
Patna (bottom) ....per chest, $611¼
Benares (without choice) per chest, $597½
Benares (bottom) ....per chest, $600
Persian.........................per picul, $500

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register).

This Day.

Barometer—9 A.M. 30.124
Barometer—1 P.M. 29.800
Barometer—4 P.M. 29.808
Thermometer—9 A.M. 57
Thermometer—1 P.M. 62
Thermometer—4 P.M. 61
Thermometer—9 A.M. (Wet bulb) 56
Thermometer—1 P.M. (Wet bulb) 61
Thermometer—4 P.M. (Wet bulb) 60
Thermometer—Maximum..............................62
Thermometer—Minimum (over night) 57

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER, THERMOMETER, &c.	Hongkong.		Amoy.		Shanghai.		Nagasaki.	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.
Barometer......	30.23	30.21	30.10	30.16	30.24	30.25	—	—
Therm'ter attached	64.0	61.0	58.0	58.0	45.5	42.0	—	—
Direction of Wind.	E	E	NE	Calm	ENE	NE	—	—
Force...........	5	6	5	0	4	4	—	—
Dry Thermometer.	62.5	59.5	58.0	58.0	44.5	41.0	—	—
Wet Thermometer.	59.0	57.5	57.0	57.0	42.5	39.5	—	—
Weather	c m	oc m	o m r	oc	c	c	—	—
Hour's Rain........	—	—	—	16.0	—	—	—	—
Quantity fallen......	—	—	—	0.65	—	0.21	—	—

Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degrees, and tens kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., N.E., etc.—Force of Wind, 0 Calm, 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.—State of Weather, *B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification. Rain,—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24 the quantity of water fallen indicated in inches, tens and hundreds.

Shipping.

ARRIVALS.

Feb. 17, Ping-on, British steamer, 575, A. A. McCaslin, Pakhoi 14th February, and Hoihow 15th, General.—Russell & Co.
Feb. 18, Fokien, British steamer, 509, J. C. Abbott, Foochow 14th February, Amoy 15th, and Swatow 17th, General.—D. Lapraik & Co.
Feb. 18, Bangalore, British steamer, 2,682. C. Fraser, Bombay 28th Jan., Penang, Galle, and Singapore 12th February, General.—P. & O. S. N. Co.
Feb. 18, Vladivostock, Russian steamer, 678, P. Voronoff, Bangkok 4th February, Rice.—Melchers & Co.
Feb. 18, Picciola, German steamer, 847, Oest, Manila 14th February, General.—Wieler & Co.
Feb. 18, Glenfruin, British str., 1,936, Hogg, London 2nd January, and Singapore 12th Feb., General.—Jardine, Matheson & Co.
Feb. 18, Decima, German steamer, 1,151, Petersen, Saigon 14th Rice.—Siemssen & Co.
Feb. 18, Chinkiang, British steamer, 799, Orr, Shanghai 15th February, General.—Siemssen & Co.
Feb. 18, Esmeralda, British steamer, 395, R. Talbot, Manila 15th February, General.—Russell & Co.
Feb. 18, Hainan, British steamer, 378, Mooney, Haiphong 15th February, and Hoihow 17th, Genral.—Afong & Co.
Feb. 18, Yangtsze, British steamer, 784, Chinkiang 14th February, General.—Siemssen & Co.
Feb. 18, Iltis, German gunboat, Klause, Swatow 15th February.
Feb. 18, Albatross, British gunboat, A. J. Errington, Macao 14th February.
Feb. 19, Geelong, British steamer, 1,139, W. J. Webber, Bombay 28th January, and Singapore 11th Feb., General.—P. & O. S. N. Co.
Feb. 19, Hungarian, British steamer, 984, W. M. D. Allison, Nagasaki 14th February, Coal.—Geo. R. Stevens & Co.
Feb. 19, Thibet, British steamer, 1,671, Cole, Shanghai 16th February, General.—Russell & Co.
Feb. 19, Endymion, British bark, 759, T. Richardson, London 25th September, General.—Arnhold, Karberg & Co.
Feb. 19, Anna Wichhorst, German 3-m. sch., 384, C. Brandt, Chefoo 10th Feb., General.—Wieler & Co.
Feb. 18, W. H. Besse, British bark, 1,027, B. C. Baker, Melbourne 7th January, Ballast.—Russell & Co.
Feb. 19, Asia, Danish steamer, 880, Djorup, Saigon 14th Feb., Rice.—Siemssen & Co.
Feb. 19, Himalaya, British steamer, 514, W. R. Beedle, Saigon 14th February, General.—Siemssen & Co.
Feb. 19, Sea Ripple, British schooner, 187, W. Sly, Freemantle 7th January, Sandalwood.—Siemssen & Co.
Feb. 19, Olympia, British steamer, 783, J. Wagner, Saigon 15th February, Rice.—Siemssen & Co.
Feb. 20, Malacca, British steamer, 1,045, H. Weighill, Yokohama 11th February, Mails and General.—P. & O. S. N. Co.
Feb. 20, Craiglands, British steamer, 709, J. R. Holman, Nagasaki 13th February, Coal.—Jardine, Matheson & Co.
Feb. 20, Orient, German bark, 461, W. G. Roder, Quinhon 6th February, Salt.—Ed. Schellhass & Co.

DEPARTURES.

Feb. 18, Minerva, German brig, for Tientsin.
Feb. 18, Laurel, British bark, for Hamburg.
Feb. 18, Tyne, British troopship, for Singapore.
Feb. 18, Deucalion, British str., for London.
Feb. 18, Phenix, German str., for Shanghhai.
Feb. 19, Primus, Russian ship, for Manila.
Feb. 19, Chinkiang, British str., for Canton.
Feb. 19, Yangtsze, British steamer, for Canton.
Feb. 19, Dale, British steamer, for Bangkok.
Feb. 20, Bangalore, British str., for Shanghai.
Feb. 20, Twilight, Amer. ship, for New York.

PASSENGERS—ARRIVED.

Per *Glenfruin*, str., from Singapore.—70 Chinese.
Per *Vladivostock*, str., from Bangkok.—2 Europeans and 37 Chinese, steerage.
Per *Bangalore*, str., from Bombay, &c.—Messrs. Hayes, Fitzpatrick, Bailey, Palmer, Vial, Davis, and Erickson, and 21 Chinese.
Per *Ping-on*, str., from Pakhoi, &c.—Mr. Weston and 10 Chinese.
Per *Fokien*, str., from Foochow, &c.—Captain Scott, Messrs. N. D. Allia, Schaar, de Figuerida, and Goldsborough and son, and 22 Chinese.
Per *Chinkiang*, str., from Shanghai.—Dr. Large, Captain Schroder, Messrs. Steaves and Huinamann, and 52 Chinese.
Per *Himalaya*, str., from Saigon.—3 Chinese.
Per *Esmeralda*, str., from Manila.—4 Chinese.
Per *Malacca*, str., from Yokohama.—Rev. Mr. and Mrs. Wanen and 3 children, Rev. and Mrs. Wright and children, Captain and Mrs. Williams and 3 children, Mr. and Mrs. Kennedy, 2 children, and 2 servants, Mrs. Hammond, Messrs. Forrest, Stuart, Hewley, Anton, and Marques, and 11 Chinese.
Per *Thibet*, str., from Bombay, &c.—For Hongkong.—Mr. and Mrs. Youd, Messrs. T. Weir, Fock, A. Beelfield, Crutch, P. V. Grant, O. Schuffender, G. Russell, H. P. Davids, E. E. Soares, L. Mendel, W. Meyerink, B. A. Clarke, and J. Willmott. For Bombay.—Mrs. Hillet Abraham. For London.—Mrs. Young, J. Allen and 4 children, and Mr. C. R. Riley.
Per *Geelong*, str., from Bombay, &c.—Captain Oest and 6 Ceinese.
Per *Olympia*, str., from Saigon.—6 Chinese.

REPORTS.

The German steamship *Decima* reports left Saigon on the 14th instant, and had fine weather and light S.E. winds.

The British steamship *Thibet* reports left Shanghai on the 16th instant, and had strong N.E. winds and high sea.

The British steamship *Esmeralda* reports left Manila on the 15th instant, and had light, variable winds and fine weather.

The British steamship *Hungarian* reports left Nagasaki on the 14th instant, and had strong winds from the N.E. and thick, rainy weather throughout, with heavy sea.

The British steamship *Chinkiang* reports left Shanghai on the 15th instant. Leaving Shanghai dense fog, then moderate monsoon and thick, hazy weather with rain throughout the passage.

The British steamship *Ping-on* reports left Pakhoi on the 14th instant at 6 a.m., Hoihow on the 15th at 1 p.m., and Macao on the 17th at 2 p.m. p.m., and arrived in Hongkong at 6 p.m. same day, and had light East and S.E. winds with thick fog throughout the passage.

The British steamship *Glenfruin* reports left London on the 2nd January, and Singapore on the 12th instant, and experienced moderate N.E. monsoon to lat. 12 N.; from thence to lat. 23 N., had light S. Easterly winds and fine weather and from thence to arrival moderate Northerly winds and thick weather.

The British steamship *Fokien* reports left Foochow on the 14th instant, Amoy on the 15th, and Swatow on the 17th. From Foochow to Amoy moderate N.E. breeze and hazy weather. From Amoy to Swatow light airs and dense fog; from thence to port moderate breeze and overcast with drizzling rain. In Foochow the steamships *Appin* and *Hardwick*, and two Russian gun-vessels. In Amoy H.M. gunboat *Moorhen*. In Swatow the steamship *Sze-woo*.

SHIPPING IN HONGKONG.

STEAMERS.

Feb. 15, Albay, British steamer, 366, Lightwood, Tamsui 8th Feb., Taiwanfoo 10th, Amoy 11th, and Swatow 14th, General.—D. Lapraik & Co.
Jan. 31, Ashington, British steamer, 809, Allason, Bangkok 5th January, and Saigon 25th, General.—Siemssen & Co.
Feb. 14, Atalanta, German steamer, 790, E. G. Pfaff, Saigon 7th February, Rice.—Siemssen & Co.
Feb. 15, Bellona, German steamer, 789, L. Fickmeier, Bangkok 2nd February, Rice.—Kung Onn.
Nov. 29, Cebu, American steamer, 373, Edgar.—Captain.
Feb. 14, China, German steamer, 648, H. Schoer, Swatow 13th February, General.—Kwok Acheong & Sons.
Feb. 6, City of Tokio, American steamer, 5,079, J. Maury, San Francisco 7th January, and Yokohama 31st, Mails and General.—P. M. S. S. Co.
Sept. 28, Conquest, British steamer, 316, Hamlin.—Shun Hang Hong.
Jan. 31, Danube, British steamer, 561, Clanchy, Bangkok 22nd January, General.—Yuen Fat Hong.
Feb. 15, Freya, German steamer, 52, Homéyer, Yap 4th February, Ballast.—Blackhead & Co.
Feb. 16, Gleniffer, British steamer, 1,411, E. Norman, London 18th December, and Singapore 5th February, General.—Jardine, Matheson & Co.
Feb. 10, Greyhound, British steamer, 226, D. Scott, Pakhoi 6th February, Hoihow 8th, and Macao 10th, General.—Adamson, Bell & Co.
Oct. 29, Hongkong, British steamer, 67, Kennett.—Kwok Acheong & Sons.
Feb. 4, Hongkong, British steamer, 958, J. B. Fryer, Plymouth 14th December, viâ Singapore, Coal and General.—Siemssen & Co.
Jan. 29, Hungaria, Austro-Hungarian str., 1,460, G. Sturli, Trieste 1st December, Bombay, Colombo, Penang, and Singapore 21st Jan., General.—Melchers & Co.
Dec. 19, Joloano, Spanish steamer, 654, Marquez.—R. Mourente.
Feb. 15, Kang-chi, Chinese steamer, 688, R. C. Marsden, Haiphong 11th February, and Hoihow 14th, General.—C. M. S. N. Co.
July 7, Li Tai, Annamite steamer, 1,000, Li Ton Tack.—Captain.
Feb. 12, Lido, British steamer, 620, T. Lewis, Shanghai 8th February, Ballast.—Arnhold, Karberg & Co.
Jan. 14, Namoa, British steamer, 862, Westoby.—D. Lapraik & Co.
Nov. 24, Sea Gull, American steamer, 48, Hayden.—China Traders' Insurance Co.
July 7, Shun Tip, Annamite steamer, 93, Yuen Man Fu.—Captain.
Feb. 4, Sunda, British steamer, 1,029, J. Reeves, Yokohama viâ Nagasaki 27th January, Mails and General.—P. & O. S. N. Co.
Feb. 16, Yottung, British str., 286, Kennett, Swatow 15th February, General.—Kwok Acheong & Sons.

SAILING VESSELS.

Feb. 2, Adam M. Simpson, American ship, 1,467, A. College, Yokohama 24th January, Ballast.—Master.
Jan. 14, Adolph, German bark, 868, Mahr.—Arnhold, Karberg & Co.
Jan. 9, Alden Besse, Amarican bark, 842, Noyes.—Rozario & Co.
Jan. 21, Andromeda, German ship, 1,879, Schapper.—Order.
Feb. 1, Bodild, German bark, 564, J. E. Hacke, Hamburg 26th September, General.—Siemssen & Co.
Feb. 10, Brazos, American ship, 917, J. Williams, Cardiff 13th September, Coal.—Messageries Maritimes.
Nov. 21, Blue Jacket, Amer. ship, 1,396, Percival.—Russell & Co.
Feb. 11, Cashmere, American bark, 936, J. C. Callamore, Singapore 5th January, Timber.—Tan Tye & Co.
Dec. 27, C. Redman, Amer. bark, 598, Elliott. —Master.
Jan. 1, Coloma, Amer. bark, 853, C. M. Noyes. —Rozario & Co.
Jan. 12, Delphin, German schooner, 288, Lilienthal.—Melchers & Co.
Jan. 26, Edwin Reed, American bark, 1,178, J. B. Gilmore, Cardiff 21st August, Coal.—Order.
Jan. 31, Elise, German bark, 513, Bruhn, Whampoa 30th January.—Order.
Jan. 23, Friederich, German bark, 595, H. Spiesen, Singapore 14th December, Timber.—Siemssen & Co.
Jan. 28, Fritz, German ship, 1,420, F. F. Lankevic, Cardiff 9th August, Coals.—Melchers & Co.
Jan. 16, H. W. Dudley, Amercan bark, 1,128, W. Dudley.—Order.
Jan. 29, Importer, American ship, 1,260, Allyne, Cardiff 2nd October, Coal.—Messageries Maritimes.
Feb. 11, Lucia, British bark, 640, Crawley, Liverpool 21st October, Coal.—Adamson, Bell & Co.
Feb. 7, Margarethe, German ship, 1,228, C. Poppe, Cardiff 4th September, Coal.—Order.
Jan. 9, Marie, German ship, 1,218, Schildt.—Order.
Jan. 26, Mary Whitridge, American ship, 850, Geo. Freman, New York 17th August, Petroluem.—Ordea.
Feb. 2, Nellie M. Slade, American barkentine, 561, D. Gould, Newcastle 7th December, Coal.—Melchers & Co.
Nov. 25, Nicolas Thayer, Amer. bark, 585, Craley.—Russell & Co.
Feb. 7, Norseman, Siamese ship, 711, Murray, Bangkok 30th October, General.—Chinese.
Jan. 14, Oneida, American ship, 1,120, Carver. —Adamson, Bell & Co.
Dec. 8, Panay, American ship, 1,190.—Adamson, Bell & Co.
Jan. 14, Pearl, American bark, 576, R. Howes. —Russell & Co.
Jan. 4, Raven, German ship, 343, Veal.—Ed. Schellhass & Co.
Dec. 2, Ringleader, Amer. ship, 1,183, Bray. —Order.
Feb. 2, R. T. Clayton, American bark, 240, Thomas Davies, Laguimanoc 23rd Dec., and Santa Cruz 24th January, Lumber.—Cosmopolitan Dock Co.
Feb. 16, Sophie, German brig, 230, H. Binge, Quinhon 25th January, Salt.—Wieler & Co.
Nov. 14, Spartan, American schooner, 81, Vincent.—W. H. Ray.
Nov. 17, Spirit of the Age, British bark, 347, Williams.—Vogel & Co.
Jan. 26, Sumatra, American ship, 1,072, C. Lock, Port Townsend 1st December, Timber.—Hongkong and Whampoa Dock Co.
Oct. 8, Syren, American ship, 875, Brown.—Russell & Co.
Jan. 25, Tecumseh, American ship, 1,309, E. Lincoln, Cardiff 27th July, Coal.—Borneo Co., Limited.
Feb. 6, Three Brothers, British bark, 366, T. Kahlke, Swatow 5th February, Ballast.—Chinese.
Jan. 31, Valparaiso, German bark, 486, F. Meyer, Hamburg 17th July, General.—Melchers & Co.
Wakefield, American bark, 887, Crowell.—Captain.

HONGKONG—SAILING VESSELS. (Continued).

Jan. 9, W. J. Rotch, American ship, 1,703, Bray.—Russell & Co.

RIVER STEAMERS.

Ichang, British steamer, 700, Ogston.—Butterfield & Swire.
Kiu-kiang, British steamer, 617, T. Benning.—Hongkong, Canton, & Macao Steam-boat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Kiung-chow, British steamer, 159, Goggin.—Kwok Acheong & Sons.
Powan, British steamer, 1,890, A. Benning.—Hongkong, Canton, & Macao steam-boat Co.
Spark, British steamer, British, 140, Hoyland.—Hongkong, Canton, & Macao Steam-boat Co.
White Cloud, British steamer, 280, Cary.—Hongkong, Canton, & Macao steam-boat Co.
Yot-sai, British steamer, 180, McDougall.—Kwok Acheong & Sons.

AMOY.

In Port on 11th February, 1882.

Assens, Danish bark, 255 (Vandel)—H. A. Petersen & Co.
August, British 3-m. schooner, 255 (Thompson) —Boyd & Co.
Chloris, German bark, 334 (Matzen)—H. A. Petersen & Co.
Helena, German bark, 263 (Thomseon)—H. A. Petersen & Co.
Queen of India, British bark, 389 (J. Manley)—Order.
Velox, Dutch bark, 240 (Wilkins)—H. A. Petersen & Co.

FOOCHOW.

In Port on 10th February, 1882.

Amoy, German schooner, 314 (Schade)—Chinese.
Chin-see, British bark, 780 (Mahr)—Chinese.
Hilda, British bark, 350, Kruse, Chefoo 19th January.—Chinese.
Oscar Vidal, British bark, 295 (Richter)—Chinese.
Willie, British schooner, 274 (Badenoch)—Chinese.

SHANGHAI.

In Port on 8th February, 1882.

Alex. Newton, British bark, 308 (Newton)—Morris & Co.
Batavia, British bark, 774 (Jenkins)—Nils Moller.
Brenda, British bark, 291 (Swansen)—Mackenzie & Co.
Charley, British bark, 359 (Ray)—Nils Moller.
Eden, British bark, 312 (Nairn)—Forrester, Lavers & Co.
F. V. Litchfield, American bark, 1082 (Spalding) —Russell & Co.
J. Nicholson, British ship, 685 (Campbell)—Melchers & Co.
John Trahey, British bark, 1,147 (Ryan)—C. & J. Trading Co.
Lee-yih, British bark, 219 (Hankinson)—Morris & Co.
M. Nattenbohm, American ship, 1,168 (Nairn)—C. & J. Trading Co.
Perle, German bark, 405 (Klyhn)—Carlowitz & Co.
W. Siegfried, British bark, 393 (Hansen)—Nils Moller.

NAGASAKI.

In Port on 30th January, 1882.

Artemisia, British bark, 332 (McFarlane)—Holme, Ringer & Co.
Argos, British brig, 210.—Captain.

YOKOHAMA.

In Port on 30th January, 1882.

Ada Melmore, British brig, 569 (Sewell)—A. Reimers & Co.
Adele, Russian schooner, 42 (Gouldes)—F. Retz.
A. Cashman, American schooner, 51 (Tibbey)—Captain.
Diana, American schooner, 64 (Peterson)—Captain.
Helena, American schooner, 60 (Ewalt)—Captain.
Jane Sprott, British bark, 669 (Hughes)—A. Reimers & Co.
Kiwa, Russian schooner, 113 (Johnstone)—Captain.
May, British schooner, 236 (Charles, Grant)—P. M. Co.
M. C. Bohm, German schooner, 80 (Baade)—P. Bohm.
North Star, Russian schooner, 38 (Ridderbjelke) —Captain.
Ohude, American schooner, 72 (Wilson)—Captain.
Otome, American schooner, 52 (Snow)—Captain.
Otsego, American schooner, 36 (Pearce)—Captain.
Otter, American schooner, 70 (Littlejohn)—Captain.
Peiho, German bark, 433 (Lameken)—P. Bohm.
Pioneer, American schooner, 54 (Wilson)—W. Copeland.
Wandering Jew., American ship, 1737 (Talpey)—P. M. Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Macao.
Comus, corvette, 14 guns, Captain J. W. East, Singapore.
Curacoa, corvette, 14 guns, Captain S. Long, Shanghai.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Hongkong.
Encounter, steam corvette, 14 guns, Captain G. Robinson, Yokohama.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Kobe.
Fly, double-screw gun-vessel, 4 guns, Commander A. F. St. Clair, en route Hongkong.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, en route to Hongkong.
Iron Duke, double-screw iron frigate, 14 guns, Captain R. E. Tracey, Canton.
Kestrel, double-screw gun-vessel, 4 guns, Commander W. M. Lang, Yokohama.
Lily, screw gun-vessel, 3 guns, Commander W. M. Carey, Singapore.
Magpie, surveying vessel, 4 guns, In reserve, Hongkong.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, en route to Shanghai.
Mosquito, gunboat, 4 guns, Lieutenant Honorable Sandilands, Singapore.
Pegasus, sloop, 6 guns, Commander E. F. Day, Hongkong.
Sheldrake, gunboat, 4 guns, Lieut.-Comander M. Bridger, Foochow.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Shanghai.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
Victor Emanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Hongkong.
Wivern, turret-ship, 4 guns, in reserve, on Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Nagasaki.

Markets.

Reported by Chinese Firms and corrected to Date.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$118.00 to 124.00
Cotton Yarn, Bombay	$79.50 to 82.00
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
Grey T-Cloths, 24 yds. & 32 in. 6 lbs., per piece	$1.20 to 1.25
Grey T-Cloths, 24 yds. & 32 in. 7 lbs., per piece	$1.35 to 1.70
Grey T-Cloths, 24 yds. 36 in 8 lbs. XO per piece	$1.80 to 1.85
Grey T-Cloths, 24 yds. 36 in 8lbs. OI. per piece	$2.10 to 2.15
Grey T-Cloths, 24 yds 36 in 8lbs. XX per piece	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.63
Handkerchiefs, Brown, per dozen	$0.55 to 0.65
Handkerchiefs, Red, per dozen	$0.66 to 0.67
Handkerchiefs, Light Red, per dozen	$0.66 to 0.67
Turkey Red Shirtings, 3lbs., per piece	$1.75 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.23
Velveteens, Black, per yard	$0.21 to 0.23
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.34
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.70
White Shirtings, 7,000 reed, per piece	$3.70 to 3.75
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.33
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.90 to 3.97
Blankets, 9 lbs., per pair	$4.20 to 4.25
Blankets, 10 lbs., per pair	$4.65 to 4.70
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$15.00 to 16.00
Camlets, AAA, per piece	$15.00 to 15.50
Camlets, LLL, per piece	$12.50 to 14.00
Long Ells MM Scarlet, per piece	$7.65 to 7.70
Long Ells, MM Assorted, per piece	$7.65 to 7.70
Long Ells, HH Scarlet, per piece	$7.75 to 7.80
Long Ells, HH Assorted, per piece	$7.65 to 7.70
Long Ells, H Scarlet, per piece	$7.75 to 7.80
Long Ells, H Assorted, per piece	$7.95 to 7.83
Lastings, DD, per piece	$12.50 to 14.80
Spanish Stripes, per yard	$0.71 to 0.73

METALS.

Iron, Nail Road, per picul	$2.40 to 2.50
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.75 to 6.80
Lead, WB, per picul	$5.35 to 5.40
Lead, LB, per picul	$5.30 to 5.35
Head, Hole Chop, per picul	$5.30 to 5.35
Quicksilver, English, per picul	$57.90 to 58.00
Quicksilver, American, per picul	$58.00 to 58.10
Steel, English, per tub	$3.85 to 3.95
Steel, Swedish, per tub	$4.35 to 4.45
Sheathing Metal, per picul	$21.00 to 25.70
Spelder, per picul	$7.15 to 7.20
Tin, Malacca, per picul	$33.20 to 40.00
Tin, Plates, per box	$5.35 to 5.40

PRODUCE.

Almonds, per picul	$17.50 to 19.00
Alum, 1st quality, per picul	$2.45 to 2.49
Alum, 2nd quality, per picul	$1.75 to 1840
Bark, Siam, per picul	$0.83 to 1.10
Bark, Champhor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 35.00
Bees Wax, Japan, White per picul	$11.50 to 12.40
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.40
Bees Wax, White, per picul	$99.00 to 101.00
Birds' Nests, 1st quality, per picul	$1,650 to 1,550
Birds' Nests, 2nd quality, per picul	$630 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.64
Buffalo Hides, Manila	$12.00 to 15.00
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$18.70 to 19.40
Camphor, Baroos, clean, per picul	$35.00 to 38.00
Camphor, Refuse, per picul	$18.00 to 19.40
Cardamons, Superior	$125 to 134
Cardamons, Inferior, per picul	$26.00 to 26.40
Cloves, per picul	$35.00 to 36.40
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.40
Copper, Sheathing, Japan, per picul	$20.70 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.30 to 15.80
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.50
Cotton, Shuntung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.10 to 17.50
Cotton Seeds, Saigon, per picul	$4.20 to 4.30
Cotton Seeds, Saim, per picul	$4.10 to 4.20
Cuttlefish, Japan, per picul	$42.50 to 43.00
Cuttlefish, Japan, without bones, per picul	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 4.4.5 to 4.5.4
Dates, Red, per picul	Tls. 3.1.5 to 3.2.4
Dried Lily Flowers, per picul	$7.85 to 8.14
Elephant's Teeth, 4 to 5 pieces, per picul	$250 to 300
Elephant's Teeth, 7 to 8 pieces, per picul	$200 to 219
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.24
Flour, American, per barrel of 200 lbs.	$6.20 to 6.34
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.60
Ginseng, American, 1st quality, per picul	$200 to 284
Ginseng, American, 2nd quality, per picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$16.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 5.0.0 to 5.0.5
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.72 to 1.78
Peas, Yellow, per picul	$1.92 to 2.03
Peas, Green Beans, per picul	$1.87 to 1.88
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.94 to 1.96
Rice, Siam, No. 2, per picul	$1.86 to 1.86
Rice, Siam, milled No. 1, per picul	$1.76 to 1.78
Rice, Siam, milled No. 2, per picul	$1.75 to 1.78
Rice, Saigon, No. 1, per picul	$1.84 to 1.85
Rice, Saigon, Hemp bags	$1.75 to 1.77
Rice, Saigon, Straw bags	$1.68 to 1.70
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.24
Seaweed, Green, per picul	$2.75 to 2.84
Seaweed, Cut, per picul	$3.05 to 3.14
Sesamum, White, per picul	$3.85 to 3.94
Sesamum, Black, per picul	Tls. 2.4.6 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.75 to 4.85
Pepper, White, per picul	$19.40 to 19.70
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.80 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, per picul	$7.00 to 7.10
Sugar, Shek-lung, White, No. 2, per picul	$6.15 to 6.35
Sugar, Shek-lung, Brown, per picul	$4.05 to 4.10
Sugar Candy, Shek-lung, per picul	$9.20 to 9.35
Sugar Candy, Foochow, per picul	$9.75 to 9.80
Sugar Candy, Swatow, White, per picul	$6.75 to 7.85
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.13
Wood Oil, per picul	Tls. 6.2.0 to 6.2.4
Window Glass, per box	$3.55 to 3.64

Post Office.

A MAIL WILL CLOSE ...ening

For Swatow, Amoy, and F... station *kien*, the 21st instant, at o...ving broken out
For Amoy.—Per *Esm*...as promptly taken 21st instant, at 11.30 A.M.
For Swatow, Amoy, Tamsui, and Station —*Albay*, to-morrow, the 21st instant, at...on
For Hoihow, Pakhoi, and Haiphong.—*Hainan*, to-morrow, the 21st instant, at 5 P.M.
For Nagasaki and Yokohama.—Per *Sunda*, to-morrow, the 21st instant, at 5 P.M.
For Swatow and Bangkok.—Per *Lido*, on Wednesday, the 22nd instant, at 5 P.M.
For Straits and Bombay.—Per *Malacca*, on Saturday, the 25th instant, at 11.30 A.M.
For Hoihow, Pakhoi, and Haiphong.—Per *Ping-on*, on Saturday, the 25th instant, at 5 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Hongkong Directory and Hong List for the Far East* for 1882, which supersedes all previous editions.

Mails by the British Packet.

The British Contract Packet "Thibet" will be despatched To-morrow, the 21st instant with Mails to and through the United Kingdom and Europe *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Mauritius, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

Mails by the French Packet.

The French Contract Packet "Iraouaddy," will be despatched on Monday, the 27th February, with Mails to and through the United Kingdom and Europe, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

Hours for Closing the Contract Mails.

THE ENGLISH MAIL—DAY OF DEPARTURE.

Noon, Money Order Office closes.
2 P.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3 P.M., Mails closed, except for Late Letters.
3.10 P.M., Letters may be posted with Late Fee of 10 cents, until
3.30 P.M., when the Post Office closes entirely.
3.40 P.M., Late Letters may be posted on board the Packet with Late Fee of 10 cents until time of departure.

THE FRENCH MAIL.

Day before Depature (or Saturday if the departure be on Monday).

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

DAY OF DEPARTURE.

7. A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until.
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy. Non-commissioned, Officers,* Bandmasters, Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (two-pence) each, which may be prepaid either in Imperial or in Hongkong stamps. By private steamer the postage is two cents (one penny).

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No hankerchiefs, jewellery, &c., can be sent, even with with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

5.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

LETTER BOXES.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office: the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

Rates of Postage.

Letters, per ½ oz.	10 Cents.
Post Cards, each	3 Cents.
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents.
Registration	10 Cents.
Do. with return receipt......	15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in. 4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

STAMP OFFICE.

The above Office being now provided with a 3-cent die, Books of Receipts, Rent Collectors' Books, &c., can be stamped beforehand in the same manner as Cheque Books. Loose receipt forms can also be stamped if required.

No responsibility can be accepted in this Department for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

* But not Warrant Officers, viz.:—Conductor, Gunner, Boatswain, or Carpenter.

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